

Exhibit 1) (Continued on Page 18, C)

FIGHT LAUNCHED FOR AD ASSOCIATION

All California, With Exception of San Diego, Supporting Campaign.

All California, with the exception of San Diego, is behind Oakland in the fight to obtain the 1917 convention of the Pacific Coast Advertising Men's Association for this city. Letters are being received daily from central California cities, from the chambers of commerce and commercial organizations, endorsing the project and offering co-operation.

This backing will be given to the "Ad-Masque," the big advertising carnival to be held February 14 at the Municipal Auditorium by the Oakland Chamber of Commerce to raise funds to make the fight for the convention.

San Francisco, Sacramento, Stockton, Berkeley and other cities have signified through their commercial bodies that they will assist in every way to make the "Ad-Masque" a success.

SACRAMENTO FEATURE.

The Sacramento Chamber of Commerce has sent word to George Cummings, general chairman of the "Ad-Masque" committee, that a Sacramento advertising feature in which a score of men will take part will be sent to Oakland on the night of the masquerade ball to represent the capital city. The nature of the "Sacramento Ad-Masque" has not been announced as yet, but it will be part of the grand march which is to open the carnival at the auditorium.

AD MASQUE GETS SUPPORT.

Merchants, civic bodies, national advertisers and improvement clubs are joining to make the "Ad-Masque" a huge success. The women's clubs have also offered their co-operation.

Harry Anderson Laffer, chairman of the committee in charge of obtaining the co-operation of women's clubs and of society women of Oakland, has announced the names of a number of women who will act as patronesses. The list is not yet complete, but the following names have been given out: The Messadams William Knowles, Wickham, Havens, Frederick Hamilton Brown, Paul Dinsmore, E. C. Parsons, Mark Requa, Oscar Long, A. C. Pomeroy, A. S. Layton, J. R. Knowland, D. H. McLaughlin and Dennis Seales.

SAGE TEA TURNS GRAY HAIR DARK

If Mixed With Sulphur It Darkens So Evenly That It Cannot Be Discovered.



That beautiful, even shade of dark, glossy hair can only be had by brewing a mixture of Sage Tea and Sulphur. Your hair is your charm. It makes or mars the face. When it fades, turns gray, streaked and looks dry, wispy and scraggy, just an application or two of Sage and Sulphur enhances its appearance a hundred-fold.

Don't bother to prepare the tonic; you can get from any drug store a 50-cent bottle of "Wyeth's Sage and Sulphur Compound," ready to use. This can always be depended upon to bring back the natural color, thickness and lustre of your hair and remove dandruff, stop scalp itching and falling hair.

Everybody uses "Wyeth's" Sage and Sulphur because it darkens so naturally and evenly that nobody can tell it has been applied. You simply dampen a sponge or soft brush with it and draw this through the hair, taking one small strand at a time; by morning the gray hair has disappeared, and after another application it becomes beautifully dark and appears glossy, lustrous and abundant.—Advertisement.

Security Bank

Eleventh and Broadway

Announcement

We have a few choice offices to rent, single or in suite.

Steam heat, electric light and power, janitor service, etc., furnished in our new and up-to-date building. Rents reasonable. Inquire at the bank.

AGED WOMAN IS SHOT BY MANIAC

Salesman Goes on Rampage; Beats Girl, Burns Barn.

RED BLUFF, Jan. 15.—An armed posse is in search of Abner Barnard, a saloon man, who shot Mrs. Martha Uhl, an aged resident of the Paskenta district, though the check, after partaking of her hospitality at her ranch five miles northwest of Paskenta. Later he fired a neighbor's barn and thought his escape.

The bullet was aimed for Miss Nancy McClelland, a niece, who was staying with the victim, before firing the shot, Barnard, either in a drunken frenzy or a sudden fit of insanity, threw Miss McClelland on the floor and repeatedly hit her over the head with his fists. He then reached for his rifle, and placed the muzzle of the weapon on the right side of Miss McClelland's head.

WOUNDED IN CHECK.

Just as he pulled the trigger, Miss McClelland moved her head, and the bullet missed her, but hit Mrs. Uhl, who was standing close by. In the check, tearing the flesh away.

Miss Nancy McClelland came from London, England, two months ago to stay with her aunt during her declining years. Barnard had lived in the Paskenta section for several years, and was selling oil lamps in the Haneyville and Clouray districts. He knew Mrs. Uhl, but had never met Miss McClelland. Wednesday afternoon about 4 o'clock he called at the home of Mrs. Uhl and stated he was trapping and would like to warm himself. She consented to his coming into the house, and he remained there until about 10 o'clock, and nothing was said to show that he had been drinking or that his mind was unbalanced.

ASSAULTS GIRL.

At 8 o'clock the two women became suspicious of his long stay and requested him to leave. He consented, and on getting up from the chair on which he was sitting, he seized Miss McClelland and brutally beat her. The shooting followed. Mrs. Uhl fell, and Barnard, seeing her lying upon the floor, thought he had killed her and ran from the house. The women bolted all doors and put out all lights. In this terrified condition they spent the night, afraid to inform any one of their trouble until Thursday morning. District Attorney N. A. Gerson and Sheriff J. W. Boyd left this city for the scene Thursday, after being notified.

FIRE'S LARGE BARN.

After leaving the Uhl premises, Barnard apparently went to the Only But place, some distance away, and set fire to a large barn filled with hay. The barn was destroyed. Barnard and But had not been on good terms with each other and it is thought the motive for burning the barn was revenge.

The footprints of Barnard were followed to the barn, but he had become lost and it is thought he might have jumped into the fire and burned to death. But on close examination of the debris nothing could be found to indicate this was done.

Later his tracks were found again, indicating he ran backward for almost a half mile away from the barn to the Peterson ranch fence. Here he turned around and his trail led toward Haneyville. Sheriff Boyd and Constable Cobb of Paskenta, with four Paskenta residents, formed a posse, but were not yet able to locate the fugitive.

Complainant Fails to Appear in Case

SAN FRANCISCO, Jan. 15.—Federal Judge Dooling was compelled to wait for a complaining witness and Detective Sergeant James Gallagher was prevented from making an arrest today when U. S. Rees, third officer on a coastwise vessel, failed to appear against Mrs. Katherine Frazer, manager of the Hotel Warren. Mrs. Frazer had been arrested at the instance of Rees on a charge of holding the seaman's clothes, a violation of the federal statutes. She claimed that the seaman had not paid his board bill. After her arrest she complained to the police that Rees had stolen articles from her hotel and the detective was waiting to arrest him on that charge. His failure to appear caused Judge Dooling to dismiss the case.

Cardinal to Tell Pope Peace Plan Is Futile

ROME, Jan. 15.—Pope Benedict will obtain little encouragement from Cardinal Mercier of Belgium in his hopes for an early peace, it was learned today, following the cardinal's arrival in Rome.

The Belgian prelate will tell his majesty that the people of Belgium will not enter peace negotiations until Germany first pledges complete and unconditional evacuation of Belgium. He believes Germany will not consent to this until her armies have met with crushing defeat.

MISS MARY BROWN TO TALK.

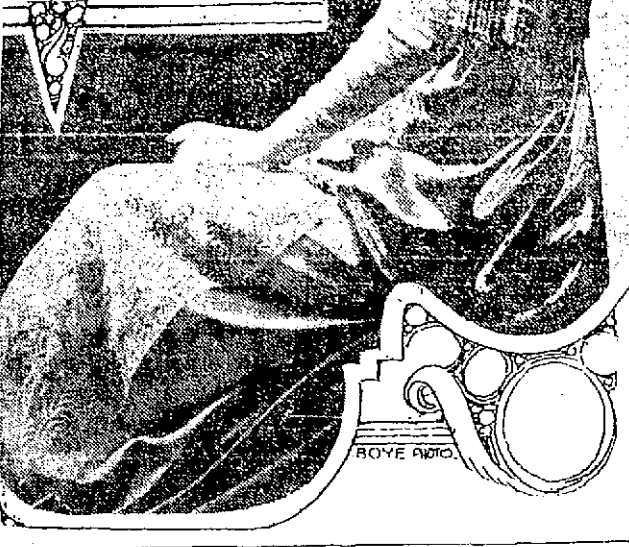
The Oakland Woman's Christian Temperance Union will hold a parlor meeting next Monday afternoon at 2:40 o'clock at the home of Mrs. A. B. Hayward, 1222 College avenue and Christian street. The program will include musical numbers and an address on "The Moral Problem of the Child," by Miss Mary Brown of Seattle.

WOMAN'S CAUSE TAKEN UP IN ENDS OF COUNTRY

Alien Law Under Fire as Result of the Case

To Mrs. Mackenzie Gordon, a Californian, belongs the distinction of having inspired a movement, nationwide, against the United States law depriving American women of their citizenship when they marry foreigners. As a result of her action in suing for the right to register—and having it refused—Mackenzie clubs are being formed all over the country.

The case, which aroused a great deal of interest, especially among the members of the Congressional Union for Woman Suffrage in this state, was really a test case. Though Mackenzie Gordon had been for many years a resident of this country and living in California, she had not given up her nationality as a British subject. Therefore his wife was refused permission by the San Francisco election officials to register. As Mrs. Mackenzie Gordon had been a California citizen and had voted, she objected to being suddenly deprived



MRS. MACKENZIE GORDON, WHO INSPIRED MOVEMENT FOR EXPATRIATED WIVES OF FOREIGNERS.

of the ballot and to being expatriated. Subsequently she sought the state courts for writs to compel the officials to permit her to register, claiming that the act passed by Congress in 1907 did not apply to women remaining in this country, and that if it did, it was unconstitutional.

The state courts denied the writs and Mrs. Gordon appealed to the Supreme court where it was again decided that an American woman who marries a foreign man ceases to be an American even if she never stirs from the town where she was born. After this decision, Mackenzie Gordon, who is one of the best known clubwomen and tenors in San Francisco, took steps toward becoming naturalized. Meanwhile his wife and all purposes political must be a British subject.

However, the solution in this particular family is not to settle the difficulty for the other international marriages taking place in the United States. A large number of husbands and brides remain who do not care to alter their nationalities just because they happen to be married to persons of other countries.

So the Mackenzie clubs are being organized and feeling is being actively promoted against the expatriation act passed eight years ago by Congress. And the work started by the California bride of an Englishman is progressing.

CRIME THEORY IN FIRE FALLS DOWN

Max Gerber Released, Convinces Police of Innocence.

Max C. Gerber, husband of Margaret Gerber, whose dead body was found in the smoldering ruins of her home at 5905 Hallday avenue, Elmhurst, Friday night, was last night released from the city prison by order of Detective Captain W. J. Peterson, who has decided that the man is guilty of no crime in connection with the death of his wife. Gerber was taken to San Francisco by Detective S. C. Hodgkins, and there verified the story he had told earlier in the day as to his whereabouts on the night of the fire.

Gerber had gone to San Francisco late Friday afternoon to seek employment, and had stopped in a Third-street lodging house for the night. Mrs. Gerber was alone in the Hallday-street house at the time the fire broke out. It has not been learned, as yet, how the fire originated, but it is surmised, however, that she had fallen asleep and that the heat and smoke, which was excessive because of the rapidity with which the frame dwelling burned, had suffocated her before she could escape.

When first taken into custody yesterday morning, Gerber told conflicting stories, but the police declare that this was due to his nervousness and his ignorance to the knowledge of his wife's horrible death.

Small Four Overland Models Being Shown

The introduction of a smaller four late in the fall has increased the Overland models to three, the others being the large four and the six.

All Overlands have the same characteristic appearance, and wherever possible they conform to one standard, although the difference in size of the cars makes necessary differences in the size and construction of parts. Up to this year, Overland models had cylinders cast separately, but at the present time all three cars have block-cast engines. The six always had cast construction. This block casting of the cylinders of the large four car has not altered in any way the general design of the engine, simply changing the manifolding somewhat and introducing the added feature of a detachable head. In all the models the gearset is still one with the rear axle, although in the new four the design is entirely new to Overland practice. All three are equipped with magneto ignition, and have Auto-Lite starting and lighting.

It is in the new four, however, that most of the departure from former Overland practice are to be found. This design has been worked out to give a big value for the money and the underlying principles are to get as good an assembly layout as possible without sacrificing efficiency. One feature that will illustrate this is the casting of the cylinders and crankcase in one piece, and the abolition of external manifolds by casting passages within the casting leading to the valves. The cylinder head is detachable, and a more or less complicated part is done away with.

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MULTIMAN HOTEL, FAIR.

PORTLAND, Ore., Jan. 15.—With a total indebtedness of \$200,000, the Multimann Hotel, one of the largest in Portland, went into the hands of a receiver today. The hotel owes C. D. Yost, who was appointed receiver, \$43,000.

14,881 HELD IN STATE SHELTERS

Prisons and Insane Hospitals Show Increase of Inmates.

There were 14,881 inmates of the different institutions of the state and of the federal government in 1915, according to statistics submitted by the California Board of Charities and Corrections.

Following are comparative figures for the months of December, 1915 and 1914:

Institution	1914	1915
State Prison	12,117	12,117
State Reformatory	1,071	1,071
State Industrial School	1,693	1,693
State Hospital for Insane	1,000	1,000
State Prison for Women	1,000	1,000
Total inmates in State	14,881	14,881

In December of 1915 there were 285 boys and girls in the three state industrial schools. In the five state hospitals during the same month there were 250 men and 300 women, including insane and feeble-minded.

There were 150 inmates of California state prisons in December 1915 and 150 inmates of San Quentin state prison during the same period.

Used Shotgun to Scare Her, Charge

SAN FRANCISCO, Jan. 15.—Declaring that she and her son were ordered from their home with threats and a shotgun in the hands of her husband, Mrs. Bessie E. Wingrove filed suit for divorce today against Hilburn S. Wingrove, secretary and manager of the California Hot Springs of Tulare county. Mrs. Wingrove declares that he told her he would run her home as a widow and would rather have her come and live with him than have her remain. She wants the custody of her son, Hilburn, Jr., and half of the ranch, which is valued at \$50,000.

DYNAMITE KILLS MAN.

BELLINGHAM, Wash., Jan. 15.—Frank E. Allen, a farmer living at Ten Mile, was killed about noon today when dynamite exploded in his root house, and Harley Allen, his son, was seriously injured at the same time. Roy Allen, another son, was hurt, but not dangerously. The cause of the explosion is unknown.

To Have Perfect Skin Throughout the Winter

These days the face and hands need special care and attention. Strong winds, quick changes of temperature from indoors to outdoors, are severe on the skin. Their effect is to dry it and make it rough by the application of pure mercuric ointment. This keeps skin and pores in a clean condition, the complexion is bright and healthy. It is a cream, not a powder, and it is actually absorbed by the skin. Once or twice a day, wash the face with water, and apply a thin layer of this cream. It is a cream, not a powder, and it is actually absorbed by the skin. Once or twice a day, wash the face with water, and apply a thin layer of this cream. It is a cream, not a powder, and it is actually absorbed by the skin. Once or twice a day, wash the face with water, and apply a thin layer of this cream.

Kaiser Soon to Visit French Battlefields

BERLIN, Jan. 15.—Kaiser Wilhelm plans to visit the western front within another fortnight, it was stated tonight, having completely recovered from the slight indisposition produced by a carbuncle on his neck.

The Berlin newspapers, in printing reports today of the Kaiser's appearance at a luncheon and at several public places, poked fun at foreign newspapers that printed sensational reports of the Kaiser's illness. They reproduced different stories, repeating members of the Emperor's family hastening to Berlin to see his illness and also the report that Dr. John West, formerly of Baltimore, had written friends in America that the Kaiser's illness had been removed because of a cancer.

Theft of Copper Is Cause of Wreck

SEATTLE, Wash., Jan. 15.—Theft of copper connections used in the block system of signaling caused a head-on collision this afternoon between south-bound Northern car No. 17 of the Puget Sound Electric Railway and a north-bound extra of the same road at Quarry Station, one mile north of Everett. Passengers on the local were considerably shaken up in the accident, but for the slow rate of speed at which both trains were traveling no serious injury resulted. A number of passengers were cut by flying glass.

ALL HE SAYS IS "BROOKLYN."

NEW YORK, Jan. 15.—A well-dressed youth, apparently 20 years old, was found wandering about the city by a policeman and was sent to Bellevue hospital. Although asked many questions the only answer he gave was "Brooklyn."

Slays Wife, Wounds Two Men, Is Dying

EL CENTRO, Cal., Jan. 15.—A. L. Bell, a blacksmith who last night shot and killed his wife and wounded two men who ran to her aid, was in a serious condition tonight when officers attempted to arrest him. Barton Malory and James Anchols, who were shot by Bell in endeavoring to wrest the revolver from him, were suffering from flesh wounds. A quarrel is said to have caused the shooting.

CANNON TO FIX RANGE.

WINSTED, Conn., Jan. 15.—Edwin Babbs repaired his kitchen range with a piece of scrap iron. Returning home later he found the kitchen demolished and the house burning. The scrap iron was a small cannon—and loaded.

THE TOGGERY'S GREAT ANNUAL CLEARANCE SALE

To Make a Clean Sweep of 214 Winter Suits

Still Further Drastic Reductions Are Made

We offer such phenomenal reductions for Monday and the following days that this week will be even busier than last.

76 Suits formerly priced up to \$27.50 Now \$9.95	138 Suits formerly priced up to \$35.00 Now \$14.95
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You will find in this great collection of newest Winter Suits, every desirable material and color, and the best styles. All women's and misses' sizes included.

As these amazing low prices have been made to effect the immediate clearance of suits, none exchanged—no refunds.

Toggerys

568-572 Fourteenth Street, Near Clay Street

87 Dresses (Silk and Wool) formerly up to \$17.50 Now \$7.95	125 Skirts Smart new Dress Skirts worth to \$10 Now \$4.95
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THE TIME TO BUY IS NOW

Don't wait a day longer to buy that home you have planned for so long. Returning prosperity means a rapid rise in values.

Mercantile agencies report business booming in the east. Locally business in every line has increased. Banks are full of money. Large eastern manufacturers are building factories here in Oakland.

So buy that home now and make your profit right away. Lumber and other building materials have already increased. In building a \$5000 house, materials cost \$250 more even today than they did sixty days ago.

Many a fortune has been made by buying on the rising market. Wise is the man who knows when to buy.

Even during the comparatively dull times of the last eighteen months building records in

Country Club Heights

have been broken. Every lot in this property, excepting only eight—barren of homes a year and a half ago—has been sold and over fifty handsome homes have been erected.

When you consider that this is the last piece of property in this popular district located right on Broadway, near the Claremont Country Club, you will realize the opportunity offered you now.

The prices of homes begun sixty days ago, when material was cheap, have not been raised. But every house started today must be sold for from \$200 to \$500 more when completed.

Come out Sunday—one of the sixteen brand new homes will suit you. The unusual terms will make buying easy.

FRED E. REED CO. Inc.

Branch Office: Broadway at College. Telephone: Piedmont 943
Main Office: 701 Syndicate Building. Telephone: Lakeside 706

This Beautiful Home \$540 CASH

In all Oakland this home cannot be equaled for the price. It is located in the rapidly developing district where values are increasing.

Situated on a large, high lot—commanding a sweeping panorama view of Oakland, Berkeley and the bay.

There are eight large rooms, sleeping porch, basement and furnace. Upstairs and down finished in Australian gum. A large beautiful tile fireplace and a handsome buffet.

Lots of closets and all large. Stairway in the rear as well as in the front—a very convenient feature.

This house is without a peer in Oakland. The front windows are all of plate glass and the floors upstairs and down, including every closet, are quarter-sawn oak—making this a REAL home.

The price is \$5400—with attractive terms.

May take a lot in part payment.

ATTEMPT TO OVERTHROW PORTE FAILS

PARIS, Jan. 15.—A well organized plot to kill Enver Pasha, overthrow the Turkish government and establish a republic in Constantinople, the Salonika correspondent of the Times wired today.

Munitions Captured At Fall of Cetinje

BERLIN, Jan. 15.—(P. wireless) Saville: The Austrians are continuing their pursuit of the Montenegrins on both the western and eastern fronts. The official statement by the Austrian war office, received here today from Vienna, reports that at Cetinje 154 cannon, ten machine guns and 10,000 rifles, and much ammunition were captured.

Bessarabian Battle Deadliest in Months

VIENNA, (by Berlin wireless) Jan. 15.—The Russians have renewed their heavy offensive in East Galicia and on the Bessarabian frontier with the bloodiest fighting of many months.

In massed columns the Slavs are hurling themselves forward in vain efforts to break the Austrian lines. The battle is being accompanied by the greatest artillery bombardment the Bessarabian front has ever known.

Tonight's official statement from the Austrian war office characterized the Russian losses as "appalling." It described a furious hand to hand struggle, with bayonets going on a few miles north of Czernowitz.

"The battle in East Galicia and on the Bessarabian frontier continues," said the official statement. "The fighting in the district of Poporutz and Ruzhany, northeast of Czernowitz, is more bitter than ever."

"Russian columns twelve to fourteen lines thick attacked and contested our positions. They rushed forward four times at some places, five times at others, always repulsed, often with the bayonet, in hand to hand fighting."

"The Russian losses are appalling. Over 10,000 Russian dead were counted before the position of one Austrian Hungarian brigade. Two officers and 240 men have been captured by our forces."

"The Russian losses are appalling. The Russian losses are appalling. The Russian losses are appalling."

King's Little Army Nearly Surrounded

LONDON, Jan. 15.—The remnants of the little Montenegrin army that withstood the Austrian invaders for many weeks is more than four-fifths surrounded, according to advices received here tonight.

One Austrian detachment is moving eastward from the Cetinje region. Another is pressing westward through the country south of Berani, to close the forty-mile gap. If King Nicholas' army decides upon flight rather than surrender, it will escape capture, as did the Serbians, by retreating through the foothills of the Albanian mountains.

The Austrian war office, in an official statement telegraphed here tonight, reported that the pursuit of the Montenegrins who fled from Cetinje was continuing. Austrian troops have occupied the Montenegrin town of Spizza, on the Adriatic sea coast, twenty-five miles south of Cetinje. Spizza was seized by the Montenegrins at the outbreak of the war. The Austrian war office reported:

"The number of cannon taken on Mount Lovcen now reaches forty-five and we have taken 300 Montenegrin prisoners. Austro-Hungarian troops have stormed Montenegrin trenches on Gradina Heights, south of Berani."

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BUY NEW CLOTHES ON AN 'AFTER- CHRISTMAS' POCKETBOOK

You Can Do It—ON CREDIT!

What was it that you wanted so badly before the holiday and thought you couldn't afford? Whatever it was, it's the kind of thing you'd expect an up-to-date Clothing Store for Men and Women to carry. CHERY'S has it and will sell it to you on installments.

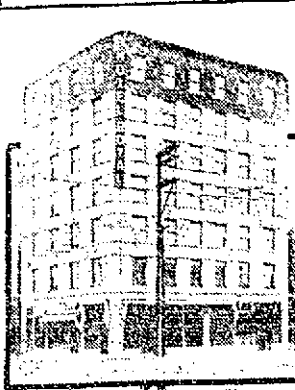
Why don't you start off the new year with new, becoming clothes? Make a resolution right now to keep yourself looking trim and stylish all through 1916. That isn't a reckless resolution—you can keep it. If you open an account at CHERY'S store and make it a point to buy new apparel the day you begin to look shabby.

The first payment on anything at CHERY'S is always very moderate, and so are the subsequent payments—they don't make a noticeable hole in even a small salary. And the clothes at CHERY'S store are absolutely above criticism in style and elegance, as well as being fairly priced.

CHERY'S are having an after-Christmas sale now, and suits which formerly sold at \$30 are priced as low as \$18.95, and they have other low priced suits at \$14.95 and \$16.95.

CHERY'S will be glad to show you through their suit stock at 528 13th St. Their store for ladies' apparel is at 515 13th St. In San Francisco they have two stores, one at 1005 Market St. and the other at 2100 Mission St. Other stores—Portland, Los Angeles and Sacramento.—Advertisement.

SALE OF SEVEN- STORY HOTEL IS SIGNIFICANT



HOTEL ROYAL BUILDING.

January has opened up with several transactions that give tangible proof of better conditions in the real estate market. Among these was the transfer last week of the seven-story steel class "A" building on the northeast corner of San Pablo avenue and Twentieth street, known as the Hotel Royal. The premises consist of 50 rooms, elevator and other low, with 41 feet frontage on San Pablo avenue. This building was erected by the Moody estate and afterwards owned by O. Morgan and H. G. Stone, and was new owner is the Co-operative Land Company of San Francisco, a million and one-half dollar concern. A beautiful apartment house in Hollywood, Los Angeles county, was put in as part payment, the whole transaction representing a real estate value of \$300,000.

The estate company were the agents for the Oakland building. The new owner stated that the reason for investing in Oakland was that they had made a careful study of the building and the surrounding territory, and they had decided to become a city of pay rolls.

The Laymanco Real Estate Company also report numerous other sales and apartment houses in the city, one being the beautiful two-story house situated on Fairview avenue, near Grand avenue, for E. H. Stringer to R. Townsend.

The "moral squad" of the Oakland police department raided two lodging-houses here yesterday morning and placed eight women under arrest. The first raid took place shortly after midnight, when the officers raided a place at 923 Washington street and arrested Katie Behrnt, Billie Martin, Ethel Martin and Margaret Brady. The Behrnt woman was charged with violating the liquor ordinance and running a house of ill-repute. She forfeited \$300 bail in Police Judge Samuel's court.

The next raid was made at 427 Tenth street. Anna Witt, Little Feldman, Blanche Brown and Fay Young were taken to the city prison, where Blanche Brown was the only member of the contingent to raise bail money. Anna Witt was charged with violating the liquor ordinance. Her case was set for January 17.

Blanche Brown and Fay Young pleaded guilty and sentence will be made on January 17. The other women forfeited their bail money.

Two Lodging Houses Raided by Police

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Agnews Hospital Is Used as Model

Eastern architects and physicians are taking the Agnew state hospital as a model in putting up the new state hospital for the insane in Massachusetts. Dr. J. O'Meara, and Clarence H. Blackwell, architect, were in Agnew this week, investigating the various details of the building and gathering important data on housing and caring for patients after the California fashion.

The Agnew state hospital has been hailed as one of the most complete organizations of its kind in the world. During the recent Medical Congress held in San Francisco at the Exposition many physicians visited Agnew and well known authorities in this line of work. Dr. Adair Mayer of the Johns Hopkins Hospital at Baltimore, Md., expressed such favorable opinions of it as a model modern institution that it is attracting a great deal of attention.

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26 Men Indicted for Riots in Youngstown

YOUNGSTOWN, O., Jan. 15.—The Mahoning county grand jury, investigating riots in East Youngstown, today made a return of 26 indictments, returned charging twenty-six persons with rioting, carrying concealed weapons, destruction of property and burglary. All those indicted are foreign-born workmen living in East Youngstown. The investigation will be continued next week.

TRUPO'S LEAVING YOUNGSTOWN. COLUMBUS, O., Jan. 15.—Governor Willis today ordered the withdrawal of the Eleventh Regiment from strike duty at Youngstown. The regiment was withdrawn several days ago. The local authorities, in the opinion of Governor Willis, can now control the situation.

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Immigration to U. S. Decreased Last Year

NEW YORK, Jan. 15.—The number of passengers arriving at New York on ships from foreign ports during the year 1915 show a decrease of 53,127 from the previous year, according to figures made public today by the Ellis Island immigration authorities. The decrease is attributed solely to the war.

From all ports and by all steamship lines there were brought here during the year a total of 2,574,744 persons, as against 2,627,871 during 1914 and 1,525,216 during 1913.

The year closing December 31, 1915, compared with the year previous shows the following decreases as to classes: First cabin, 60,833; second cabin, 105,752; and steerage, 351,525.

Woman's Figure Loses Her \$20,000 Lawsuit

LOS ANGELES, Jan. 15.—Mrs. Margaret Chapman, formerly of Los Angeles, proved such an attractive figure in a bathing suit that she lost her suit for \$20,000 against a Portland street peddler.

The jury decided that if Mrs. Chapman had been seriously injured in a street car accident she would not have looked as well as she did when she had her photograph taken at a Los Angeles beach.

MARYMONT AND UPRIGHT

New Store!

Successors to Abrahamson's THE HOME FASHION OAKLAND, CALIF. 1514 & WASHINGTON STS.

Ready!

New Stock!

Informal Opening Monday—You Are Invited

As announced on December 26th, we have purchased the Stock, Lease and Good Will of Abrahamson's. After an active period of remodeling and rearranging we are now ready to begin the operation of the business, and invite you to make us a visit of inspection.

We have made extensive merchandising preparations for the Opening Week. Our stock is practically complete in all departments. In order that we may become quickly and pleasantly acquainted a long list of specials has been provided. We mention a few today. See the windows for more.

Plain and Fancy Silks 85c Yard

A thrilling Special for the Opening Days from the Silk Section. We will let you be the judge of the actual values. In this lot you will find 36-inch Messalines in street and evening shades; 36-inch Colored Taffeta in Pink, Nile, Old Rose, Light Blue, Sapphires Blue, Malze, Apricot, Navy, Delicate Blue, Alice Blue, Taupe, Hunter's Green, Brown, Ivory and Black; 36-inch Messaline, Taffeta and Peau de Sole in Black only. 85c a yard during the Opening Week.

32-inch Zephyr Gingham 9c Yd.

An Opening Week Special from the new Wash Goods Department which is located on the First Floor. This is a high grade Zephyr Gingham full 32 inches wide. To be had in stripes, checks and plaids—new Spring colors. You know the real value and will appreciate the special price.

36-inch Dress Voiles 15c Yd.

Another Special you will appreciate. Beautiful floral designs on white grounds and dainty color effects in pink, blue and lavender. A wonderful fabric at the price. Full yard wide.

40-inch Chiffon Velvet \$2.50 Yd.

You will recognize this as a greatly reduced price. This is a high grade fabric with a perfect pile, soft and silky. Consider the width together with the price.



Gloves
Cleaned
5c pair
A feature in the
Glove Section. The
same price on short
or long gloves.

\$10 Sale Women's Coats, Suits and Dresses

An event which will sure crowd this department during the Opening Week, the assortment is entirely too great to permit of details here. You can come, however, feeling sure and finding a garment that is satisfactory.

You will find Stunning Dresses for street, afternoon and evening wear.

Late Model Suits in Gabardines, Serge, Broadcloth, Bedford Cord, Poplin and Mixtures, many are fur trimmed.

Nobby Coats for every service, a broad range of materials. Many have rich fur collars. Don't overlook this big event. Third Floor.

Sample Waists \$1.95 They're Wonderful

We secured this line from one of New York's most noted waist manufacturers who wish to co-operate with us during Opening Week. Being samples we cannot begin to give details, they are new creations in Georgette Crepe, Crepe de Chine, Radium Lace, Taffeta and Crepe combinations, etc. The colors include Flesh, Cream, Tan, Blue and White.



Silk Fibre, Wool and Angora Sweaters \$4.95

Many of these Sweaters are worth three times the Opening Week price. The least you can save is 50%. To be had in belted and semi-belted styles. Many with wide sashes. Some have shawl collars, others Byron collars; some are in ruff neck and others in V-neck styles. All popular colors including two-tone effects. Fourth Floor.

Flannelette Gowns 79c

Made of the well known Daisy Flannel, full length and width, trimmed with fancy cord and braid, choice of stripe or plain white. Fourth Floor.

40-in Curtain Marquisette 16c yd

Here's where you can save at least 25% if you come Opening Week. An evenly woven fabric, every yard perfect. Choice of Cream or Beige.

81x90 Seamless Sheets 55c

Two hundred of them to sell at this price. Made of finely woven round thread muslin, full bleached.

Embroidered Pillow Cases 25c

A great special. Made of Fruit of the Loom, Wamsutter and Perquet sheeting. Some are hemstitched, some scalloped, some embroidered, some initialed and some finished with Cluny Lace. The size 45 x 36.

Honeycomb Bed Spreads \$1.35

Size 75 x 90 and weight over 3 lbs. Heavy raised honeycomb patterns—floral or conventional.

Bed Comforters \$1.95

Filled with California bleached cotton and finished with 3-inch plain border with center in floral patterns.

Wonderful Embroideries 15c yd

12, 18 and 27 Inches Wide

New fresh stock. Fine Swiss and Nainsook fabrics in patterns of every description. Beautiful flouncings that are 12 and 27 inches wide and a wonderful lot of 18-inch corset cover embroidery. Your choice during the Opening Week for 15c yard.

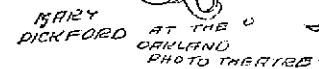
Consider These Notion Specials:

- 2 Papers Pins 10c—400 count.
- 4 Dozen Safety Pins 10c.
- 4 Dozen Pearl Buttons 10c—6 sizes.
- Shields 10c Pair. Sizes 2, 3 and 4.
- Lingerie Braid 7 1/2c for 10-yard piece.
- 2 Spools Colored Cotton 10c—think it to a customer.
- Hair Pin Cabinets 5c a piece.
- Velvet Grip Hose Supporters 12 1/2c pair.

14-00000

There is a superb blending of the pathetic with the comic that makes the laughter and tears as this story unfolds. It is a story of a child, as itself, as the hero of the cruel world who takes her from the orphanage, the servant in the boarding house, as the triumphant but humble girl, her father's dreams and her mother is finally returned to his home and stored to the social position right.

(Continued on Next Page)



will be because of a girl. Question—how can a girl in any way encroach upon the reserves of a tenor? Answer—because this particular tenor is a tub. The tub is a tenor of a phenomenal voice. Miss Helander's voice may be called a "treble" by musical critics, but nevertheless the first tenors think that she sings of perfect tenor quality.

Her term playing comedian, is so fantastic that it is stretched so as to reach and be applied to every kind of entertainment aptly applied to a man who can sing and be funny, and its application to her is a perfect fit.

her own father, and she has only a daddy. And she is a super-blender of the pathetic with the comic that mingled laughter and tears as this story unfolded. As the east-away stage as the slave in the story, she is the cruel woman who sold her for the orphanage, a servant in the boarding house, and as the triumphant but humble girl of her father's dreams and love, which is really returned to her and restored to the social position right.

(Continued on Next Page)

German Officers Quit Using Swords

BERLIN, Jan. 15.—The officers' sword, whose usefulness had long since vanished and whose sole remaining function was to trip its wearer up at inopportune times, is now to disappear officially at the German front. The emperor has just issued an order permitting officers at the front, with the exception of the

commanders of large detachments and staff officers, to wear a short knife or bayonet. The order approves a custom which had already established itself with the tacit acquiescence of the military authorities.

Snake Kills Eight Hogs

GEORGETOWN, Ky., Jan. 15.—James W. Palmer shipped a load of fat hogs from here to the Cincinnati market, and when the car was unloaded it was found that eight head of the hogs were dead. Upon exam-

ination of the car a large copperhead snake was found lying dead on the floor. When Palmer loaded the car here it contained a lot of old bedding, and he put in fresh bedding without removing what was already in the car, and the snake was evidently coiled up in the old bedding when the car was loaded. The hogs must have snared the reptile from its hiding place and then it was a battle royal for possession, resulting in the snake killing eight head of the porkers before being conquered.

London Prepares to Hold Trade Exposition

LONDON, Jan. 15.—Ground has just been broken here for a huge new permanent exhibition building to be known as the Palace of Industry. The building, located at Willesden Green—about six miles distant from the center of the city—will cover an area of 600,000 square feet, nearly four times the size of any similar building in London. It will be

opened early in 1917 with an exhibition known as the "Industries of the Empire Fair," which is planned to be "the greatest trade exhibition ever organized."

R. R. BARS WHISKY BAGGAGE. CHARLESTON, W. Va., Jan. 15.—Conforming to a recent court ruling, a general order prohibiting the acceptance of whisky as personal baggage of passengers in West Virginia has just been put into effect by four of the railroads operating in this state.

Snow Threatens to Kill Game Birds

SALEM, Ore., Jan. 15.—If the present winter weather continues here sportsmen fear there will be a destruction of snow game birds. About ten inches of snow covers the Willamette valley, making it difficult for pheasants and also for young quail that were liberated in the valley a few weeks ago to obtain food. Should a freezing spell the result would probably be disastrous for mongolian pheasants. This condition caused birds of ice to adhere to the long tails of the birds, making it impossible for them to fly.

WIN \$1,200,000 IN LOTTERY. BERRIOLO, Spain, Jan. 15.—The capital prize of 6,000,000 pesetas (\$1,200,000) in the drawing of the government lottery was won by the crew of the cruiser Alfonso XIII. The prize will be divided among 719 men, who subscribed to the ticket. The price of which was 100 pesetas.

12 Yards Valenciennes Edgings

These Are Record-Breaking Values
VALENCIENNES EDGINGS just arrived, 50 new and pretty patterns for Lingerie purposes, single and double thread, 1 1/2 to 1 inch wide, many dainty ones, at the remarkably low price for a bolt of 12 Yards

33c



10-inch Petticoat Embroidery

Remarkable Values at This Low Price
10-INCH PETTICOAT EMBROIDERY FLOUNCINGS, made of durable muslin in neat patterns only; all brand new; 20 patterns to choose from. A wonder value that breaks all records at—

12 1/2 C yd

January White Sale

An Immense Sale of
Manufacturers' Samples of the Daintiest
MUSLIN UNDERWEAR

A magnificent assortment of the sheerest, daintiest materials and very latest designs—This is the opportunity to stock up in Lingerie at a great saving to you.

Gowns 55c to \$5.50
Lingerie Petticoats . . . 48c to \$6.50
Boudoir Caps 29c to \$2.50
Corset Covers 19c to \$2.98
Drawers 25c to \$2.75

Camisoles 48c to \$2.50
White Lawn Aprons . . . 19c to \$1.75
Combinations 48c to \$4.50
Princess Slips 75c to \$3.98
Chemise 39c to \$2.75

Thousands of garments, the loveliest possible—refined, dainty, unusually well made. Values that excel any offered herabouts—Don't miss this opportunity!

Sheet Bargains

CHAMPION—81x90 Sheets—100 doz. double-bed size, Special, ea. 55c
GOLDEN STAR—81x90 Sheets—double-bed size, Special, each. 66c
BROOKFIELD—81 x 90 Sheets—double-bed size, Special, each. 69c
VENICE—81x99 Sheets—double-bed size, Special, each. 77c

Pillow Case Bargains

FAULTLESS—45x36 Pillow Cases, each. 11c
OXFORD HEMSTITCHED CASES—45x36, Special, each. 15c
AMERICAN BEAUTY—45x36 Pillow Cases—Special, each. 23c

SALE OF DRESS FORMS

1/2 PRICE AND LESS

Pay \$1.00 Down

\$12 Hall Borchert Forms for \$5.98
\$15 Hall Borchert Forms for \$7.48

This Sale includes all HALL-BORCHERT ADJUSTABLE DRESS FORMS excepting the TEL-ES-KOPIC FORM. The saving is ONE-HALF or more on each Dress Form.



1/2 PRICE AND LESS

Pay \$1.00 Weekly

\$18 Hall Borchert Forms for \$8.98
\$20 Hall Borchert Forms for \$9.97

Towel Bargains

18x36 HEMMED HUCK TOWELS—extra good wearing quality—red borders, each. 8c
18x36 HEMMED HUCK TOWELS—heavy, good wearing grade, each. 12c
10x36 HEMMED HUCK TOWELS for every-day good hard use, each. 14c
18x36 EXTRA HEAVY GOOD WEARING HUCK TOWELS—pink and blue border, Special, each. 16c
18x36 FINE ALL WHITE HUCK TOWELS, Key border, Will wear and wear, each. 15c
12x18 HEMMED TURKISH BATH TOWELS—All white, good wearing kind, Special, each. 12c
14x18 FINE TURKISH TOWELS—the heavy, good wearing kind, each. 14c
23x36 WHITE TURKISH TOWELS that wear and wear for every-day use, Special, each. 23c

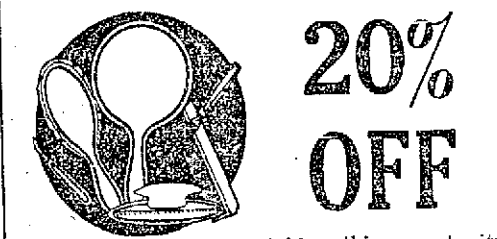
Bargains in Linens

Table Damask, yd. 39c
Table Damask, yd. 69c
Table Cloths, ea. \$1.19
Table Cloths, ea. \$1.39
18x18 Napkins, dz. 89c
20x20 Nap's, dz. \$1.19

A FINAL CLEAN-UP OF A. Schleuter's Stock of Hair Ornaments and Jewelry Novelties at Cost

We Purchased Schleuter's Entire Jewelry Stock
Schleuter's 50c hair ornaments . . . 23c
Schleuter's 50c to \$1.00 jewelry . . . 25c
Schleuter's 25c jewelry . . . 10c
Schleuter's \$1.00 to \$2.00 jewelry . . . 50c
Big Lot of Jewelry—Choice at 1c
Belt Buckles, Shoe Buckles, Cuff Pins, Bar Pins, Cuff Buttons, Bead Necklaces. Many odds and ends and small lots—about 800 pieces to be disposed of—while they last at . . . 1c

FRENCH IVORY 20% OFF



Hundreds of women are taking this opportunity of filling in the odd pieces to their French Ivory Sets. Our stock is complete in all lines—every article is reduced—nothing reserved.
—We carry the finest Genuine French Ivory. Awarded the Grand Prize at the Exposition.

Note the Big Money Savings
50c Articles . . . 40c
\$1 Articles . . . 80c
\$2 Articles . . . \$1.60
\$3 Articles . . . \$2.40
\$4 Articles . . . \$3.20
\$5 Articles . . . \$4.00
On Sale Drug Dept., Main Floor.

SHOE 2.00 SALE

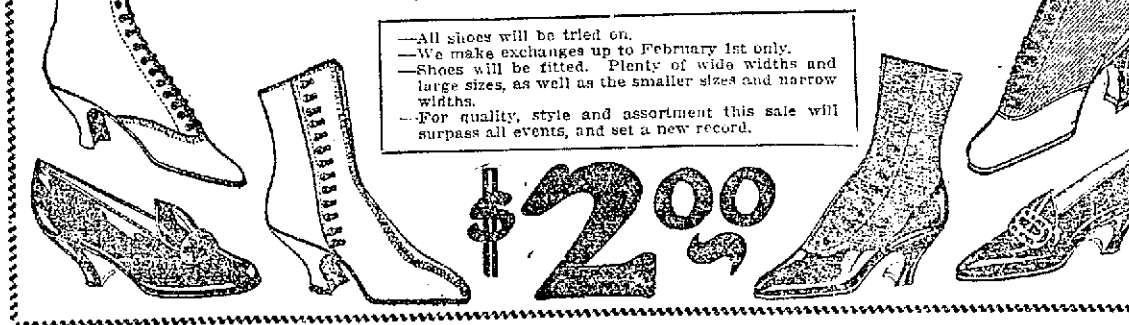
Oakland's Greatest Two-Dollar Shoe Sale Continues With Added Lots for Monday

There are styles for everybody. Patents, Dulls, Bronze Kids, Suedes, Velvets and Combinations. Every Size in the Lot

Actual \$3 to \$5 Values

All This Season's Newest and Most-Wanted Styles. Every Pair Will Be Fitted

We expected crowds, they came, they bought and they went away satisfied. Of that we are sure, for hundreds of customers bought as many as two pairs. And in spite of the enormous crowds, there was no congestion, no confusion, no inconvenience—all due to forethought. Those who come tomorrow can be just as easily pleased as those who were here the first day.



—All shoes will be tried on.
—We make exchanges up to February 1st only.
—Shoes will be fitted. Plenty of wide widths and large sizes, as well as the smaller sizes and narrow widths.
—For quality, style and assortment this sale will surpass all events, and set a new record.

\$2.00

Bargains in Bedding

MIL SAMPLES WHITE WOOL BLANKETS—A few soiled or mismatched borders, far double and three-quarter beds, all qualities, all one price: worth \$5 and \$3.89 \$5 pair . . . \$3.89
\$4.89 CALIFORNIA WHITE WOOL BLANKETS—extra heavy, fleecy and warm California White Wool Blankets, the kind that wears and wears, special pr. \$4.89
\$5.39 EXTRA FINE CALIFORNIA WHITE WOOL BLANKETS—extra fine, large size, heavy, fleecy and warm California White Wool Blankets; will wear and wear—Special, pair . . . \$5.39
\$1.49 EXTRA FINE BED-Spreads—These celebrated Honeycomb Bed-spreads that wear and wear; none but—ter—Each . . . \$1.49
\$2.25 FINE MARSEILLES SPREADS—extra fine quality Marseilles Bed-spreads, the kind that last for years; no wear out—Special, ea. . . \$2.25
\$1.95 SCALLOPED BEDSPREADS—Large size, heavy, good wearing quality, scalloped bedspreads, neat patterns—Each . . . \$1.95

Genuine Tungsten Lamps

25 and 40 Watt
110 Voltage

5 for \$1.00

We will replace every one that does not give entire satisfaction. Sale Monday.

Household Dept.
—Third Floor



\$23.85—Buys Any Winter Suit That Sold from \$35 to \$50



Clearance of Suits
SUITS That Sold to \$20.00 \$9.45
SUITS That Sold to \$30.00 \$13.45

Clearance of Coats
COATS That Sold to \$11.50 \$5.95
COATS That Sold to \$20.00 \$12.85

Children's Coats
Hundreds of stylish Winter Coats in novelty mixtures. Sizes 6 to 11 years. Big values . . . \$3.95

Rain Coat Sale
Serviceable Rain Coats for women and misses. Worth a deal more than this price . . . \$4.95

Separate Skirts
Stylish Skirts in serge and wool mixtures. Sale at . . . \$2.95
Clever Skirts in the season's latest styles. Sale at . . . \$3.95

FURS—Half Price
Reg. \$15.00 Fur Sets. \$7.50
Reg. \$20.00 Fur Sets. \$10.00
Reg. \$25.00 Fur Sets. \$12.50
Reg. \$30.00 Fur Sets. \$15.00





TRIBUNE AUTO SECTION FOR BUYERS

Composite Catalogue of Motor Cars Printed Herewith

By EDMUND CRINNION.

The TRIBUNE extends its greetings to the morning to the motoring public and the motor car trade by publishing an automobile section that by its character and volume is intended to acquaint the motor car buyer with the various features of the many lines of cars offered by the motor car factories through the dealers in this territory for the 1916 season. No effort has been spared to make this section complete. We believe that many of the Tribune's readers who are intending the purchase of cars have not as yet made the rounds and collected the catalogues of the automobile industry are represented. We confine ourselves to the Oakland market that are suited to their needs and it is for these that we have made a collection of these catalogs and publish the gist of them herewith in a composite form.

Prospective motor car buyers can study this section with much profit to themselves as practically all of the latest offerings of the automobile industry are represented. We confine ourselves to the pleasure car field in this endeavor, and all cars that were not represented here, as well as truck advertising, has been barred for this Sunday.

Everybody wants an automobile and what is more, everybody gets one just as soon as he can spare the money for the initial deposit. The purchase of a car, however, like any other commodity, is a serious matter, and every one contemplating this step should carefully study the market and select the car that best suits his requirements. We have been asked many times what is the best car on the market. It is a question that is impossible to answer. Every car is the best for some particular need. The car that would suit the writer best might prove entirely unsuited to his next door neighbor's wants. The highest price car in the world would be a mistake for the use of some and so it goes. One wants a limousine of certain weight and requirements with their attendant costs. Another wants a roadster for business needs or has no need for the extra seat in a touring car in his travels. Another through the size of his family and so forth needs a five or seven passenger touring car and he can afford certain features or he cannot. Everyone has different tastes and price limitations. Thus it is that the best car for everyone is here but the selection of it lies with the purchaser and it is therefore up to the buyer to study this section of THE TRIBUNE this morning. It has been prepared toward that end.

No Changes Made in New Dodge Models

The new Dodge occupies an almost unique position by having had no alterations since its first appearance. The only novelty is a detachable upper-structure, which renders the open car convertible into a closed carriage.

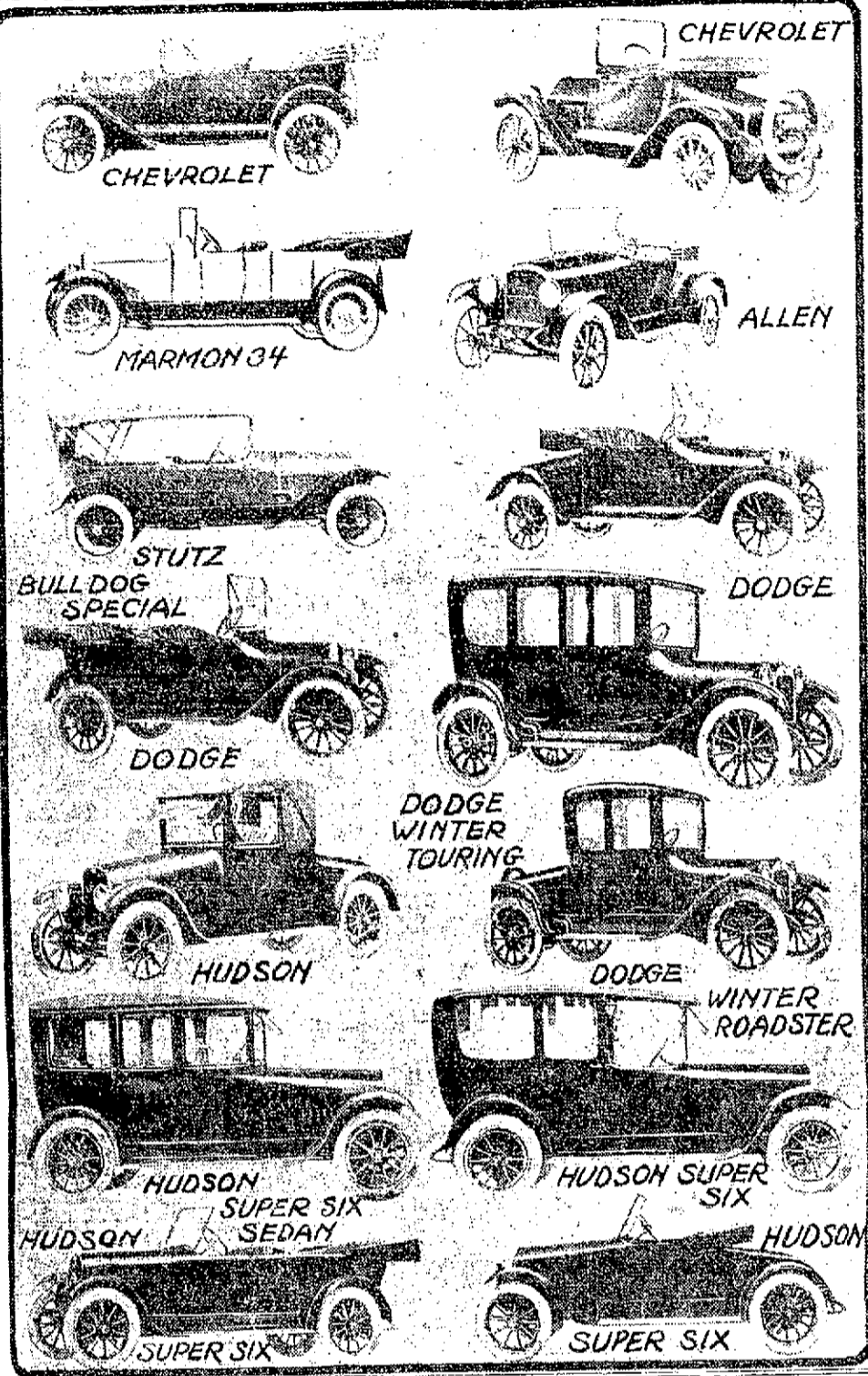
The most striking feature of the whole chassis is a device which renders the countershaft in the gear set stationary when the high gear is engaged, the "constant mesh" pinions in this instance, unmeshing as high gear is slipped in. This device has been used before but the Dodge is the first instance of success.

The unit powerplant with its cone clutch included is part iron and part aluminum while the cylinder head is removable. The valves are of "L" head type.

The body is all-steel being made in a electric welding apparatus. All the body plates are held in a gigantic jig furnished with the necessary current connections and the passage of the current then spot welds the panels along every junction.

Electrical equipment consists of the North East single-unit machine which operates at 12 volts and is driven by silent chain from the camshaft.

MOTOR CARS of the 1916 SEASON



Chevrolet Cars Will Be Built in Oakland

The Pacific Coast factory which is to be located in the section of California for the assembling and distributing of Chevrolet cars will become an actual fact on the first of February. On that date ground will be broken on the Electric Loop Tract in Oakland. The occasion will be one in which the coast representatives and the representatives of the Matheson Motor Company will participate. From the time the ground is broken the work will be rushed with all possible speed as already the demand for Chevrolet cars is exceeding the railroad possibilities.

On February 24, William Corp Durant, head of the \$20,000,000 company, is scheduled to arrive in Oakland. He will personally investigate the new site as well as outlining a plan of operation after going over the coast situation with the branch of his company here by his son, Clifford Durant, and Norman Le Vaux.

One million American cars are to be produced during the year ending next June.

Maxwell Models Will Not Change

Important among the automobile announcements for the 1917 season is that of T. J. Toner, in charge of Maxwell interests in the Pacific States district, to the effect that no change in models is contemplated by the Big Detroit firm during either the coming season or the one following.

At the recent New York motor car show, where all the larger firms of the country were represented, the Maxwell Model occupied a place of honor on the main floor. It was surrounded by many cars which were more or less in the experimental class, for many manufacturers had decided on changes in either construction or design. It was then that the Maxwell chiefs made public announcement of their plans for the 1917-18 seasons.

It has been definitely decided that the present Maxwell meets fully the public demand for a standard, low-priced car, was Toner's announcement to Maxwell dealers in this territory. "The factory," he pointed out, "has been in the past experimental in every direction, and carried on correspondence with hundreds of average, every-day owners. All were of one voice—that the 1916 model was entirely satisfactory both in mechanical construction and in general body design. As a consequence, the destination '1917' will be dropped, and one car will be known simply as the Maxwell. It is our standardized product, and as the factory will turn out the one model only there is no chance for confusion."

The stand taken by the Maxwell Motor Company will prove highly satisfactory to its dealers and the general public. The sales record during the past season shows that the Maxwell is well liked by the people who use it. No radical change in body design or construction could better the car, and with a twelve-months' selling season and no break in production the dealer will be better able to serve his sales capacity.

The stand taken by the factory in this regard also enhances second-hand values materially. When a new model is announced the previous one always depreciates largely in price, for by simply making the change the factory admits that its previous output was lacking in something. The Maxwell, being standardized, is not forced to meet the depreciation bug which has in the past proved such a momentous question to car buyers.

Six of Sixteen a Mitchell Feature

The Mitchell-Lewis Motor Company of Racine, Wis., makers of the "Mitchell," has brought out for the season 1916 another light, six-cylinder automobile. This is not their first introduction to this field of endeavor, for in 1912 they produced one of the first of this type of car, known at that time all over the world where automobiles are used as the "Baby Six," which, in many instances, were sold by dealers at a premium over the regular catalogue price. At that time the Mitchell people said they considered their achievement of unusual merit, but the march of progress in automobile making brought other six-cylinder cars similar to the one they manufactured, which eventually prompted the makers to produce the car they are offering for the year 1916.

THE ability to move from here to there—with the least possible expense, the smallest amount of trouble, and in the most comfortable and luxurious manner possible—is embodied in White Motor Cars.

THE WHITE COMPANY
1433-35 WEBSTER STREET

The sweetness of LOW PRICES never equals the bitterness of POOR QUALITY.

CHAIN TREAD TIRES EXIDE BATTERIES
Longest Continuous Service.

C. A. MULLER
"The Tire Shop"
(Trade Mark)
Distributor and Adjuster.
2213-15 Bdwy. 2021-23 Bancroft
Oakland, Berkeley.

There are close to 2,500,000 cars in use in the United States at the present time.

The manufacture of automobiles is fourth on the list of the country's great industries, being headed by only steel, lumber and clothing.

Auto Electric Equipment Co.
460 20th St.
All Makes of Magnets and Coils Repaired.
Specialists on Starting and Lighting Systems.

Official Gray & Davis Service Station
Phone Oakland 1257

WINTER SCHEDULE

MARTINEZ-BENICIA FERRY

From Nov. 15 to further notice, boats will leave Benicia, 7:00, 9:00, 11:00 A. M., 1:00, 3:00, 5:00 P. M. Martinez, 7:30, 9:30, 11:30 A. M., 1:30, 3:30 and 5:30 P. M.

Gas Is Money
Put On a Stromberg Carburetor and cut your gasoline bill 30 per cent.

Satisfaction guaranteed
Chanslor & Lyon Co.
2537 Broadway

SAVE 90%
On Your TIRE BILLS by Our DOUBLE TREADING PROCESS ECONOMY SYSTEM.

Two old discarded tires made into one perfectly good casing. Get from two to four more miles out of your tires.

For samples of work and information call at our office.
WE ALSO BUY OLD TIRES. We Guarantee—Others Imitate.

Double Tread Tire Co.
1729 Broadway, Oakland, Cal.
Telephone Oakland 518.

Berg Auto Supply Co.
A Satisfactory Place to Trade
WE CARRY A COMPLETE ASSORTMENT OF ALL THE RELIABLE LINES OF

Automobile Accessories and Supplies

FOR THE PAST SEVEN YEARS WE HAVE OPERATED SPECIAL DEPARTMENTS FOR THE CARE AND REPAIR OF STORAGE BATTERIES, LAMPS AND RADIATORS, TIRES, VULCANIZING.

Exide BATTERY SERVICE STATION
BERG AUTO SUPPLY CO.
2065 Broadway, Oakland Phone Oakland 603

Not a Price Reduction BUT a Price Revelation

Westcott 1916 SIXES

KIEL & EVANS CO.
Pacific Coast Distributors
OAKLAND, Cal.

W. H. THORNE, Agent
643 VAN NESS AVENUE, SAN FRANCISCO

You Forget There Is An Engine

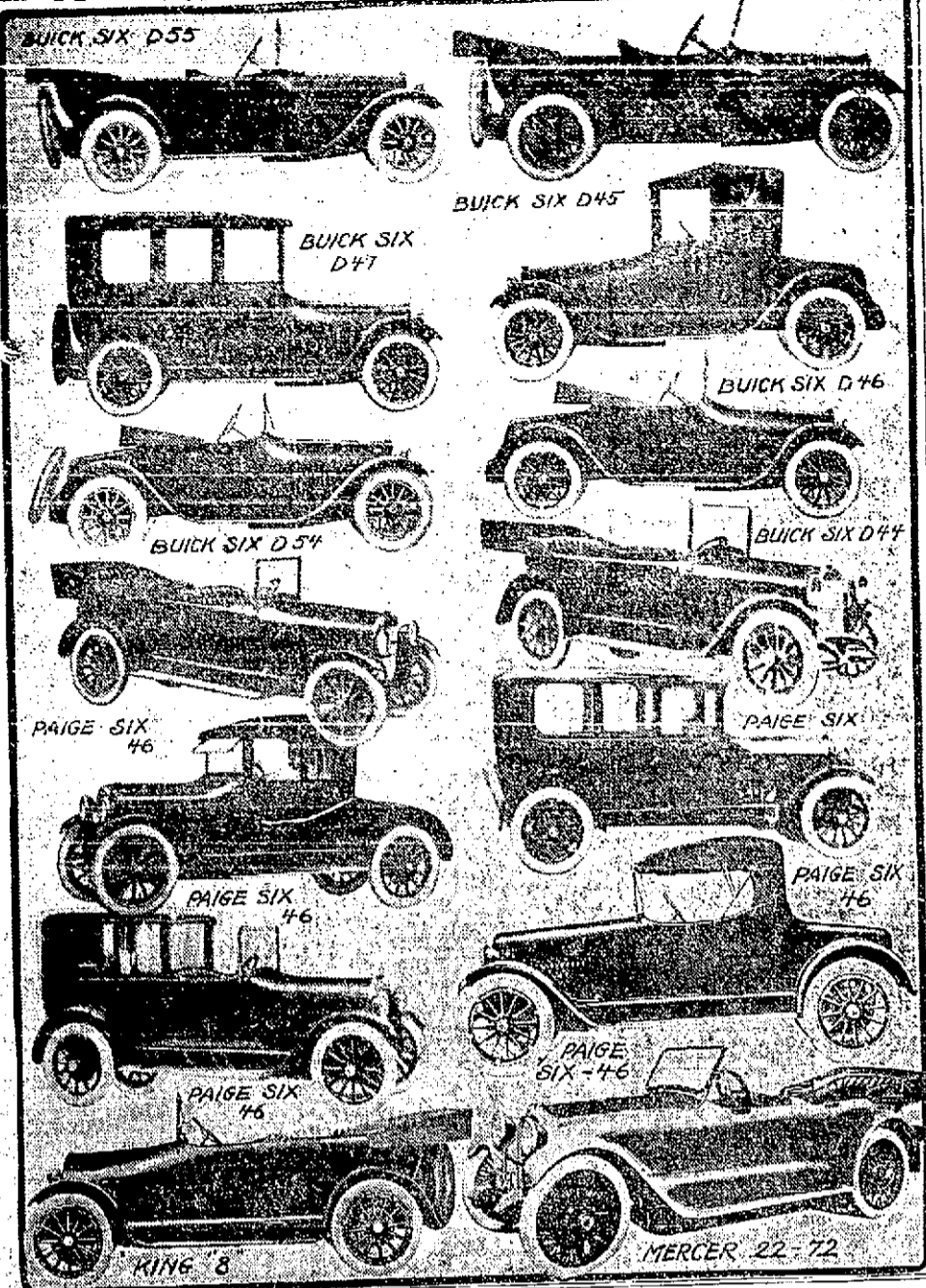
The sensation which you experience when riding in the Eight-Cylinder Cadillac tends to make you forget the presence of the engine. It is a sense of buoyance and of being borne along by some means other than mechanical.

With the abundant flow of uninterrupted power, the super-smoothness of its Eight-Cylinder Engine, the pliant springs, the deep soft upholstery, it is aptly said: "The Cadillac carries its own good road with it."

California DON LEE Distributer
2265 Broadway, Oakland

SAN FRANCISCO LOS ANGELES FRESNO SACRAMENTO PASADENA

MOTOR CARS of the 1916 SEASON



Oldsmobile Experts Standardize Chassis

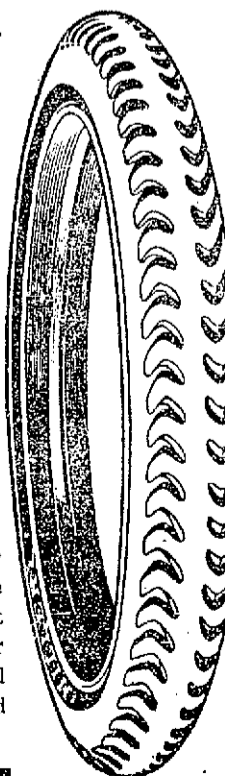
Chassis standardization has been followed wherever possible in the 1916 Oldsmobiles, with the result that the four and the eight are very similar in construction throughout, the eight, however, being stronger wherever necessary to be consistent with the greater power of the multi-cylinder engine. The former six-cylinder model has been dropped entirely.

In the four, the characteristic overhead valve engine is still used, this being of the type in which the push rods are entirely enclosed—an unusual feature where they run up the side of the cylinders. The eight is an I-head 2 1/2 by 4 1/2, and like the four, the cylinder heads are detachable, with the crankcase split vertically into two sections, with one part integral with each block of cylinders.

The present Oldsmobile chassis is 8 in. longer than that used on the four of 1915, it now being 120 in. in length. The enclosure of the drive shaft has also been abandoned and, in keeping with the latest developments in chassis engineering, the Hotchkiss type of drive has been adopted. Naturally this makes a much lighter chassis when compared with former Oldsmobile practice, and to further lighten it, one cross member has been dispensed with without impairing the strength in any way. Due to the use of a pressed steel housing, the present axle is 48 lb. lighter than that used last year, the old form of axle being malleable iron.

Thus, while the cars are more powerful than the previous types, they are much lighter, and consequently have a liveliness that is appreciated. The accelerative ability of the eight is excellent. To promote ease of riding, the rear springs have been made long and flat, they being almost horizontal when the car is in normal position. When deflected they bow to the other side of the horizontal making for more even action on the leaves.

Miller



To skid means to slide. A car slides on the street because there is a lubricant between the tread and the pavement. This lubricant may be water or mud, slush or oil. It causes the skid because it prevents the tread from coming in direct contact with the pavement. The Miller "geared-to-the-road" Tread was designed by engineers who first studied the cause of skids before they attempted to supply the remedy.

The success of the Miller "geared-to-the-road" Tread since it was first put upon the market has demonstrated that the Miller engineers found and developed the logical answer to the skid question.

Geared to the Road

Tires

The Miller "geared-to-the-road" tread is an alternate arrangement of V shaped grooves that converge at angles toward a smooth point of surface contact. The definition of gear is, "to put in gear," "to mesh together," "to fit into each other," and that's exactly what the Miller "geared-to-the-road" tread does.

The V shaped grooves are sunk below the tire surface and are so alternated that it becomes a mechanical impossibility for the tire to swerve or skid sideways or forward, because these grooves gear into the irregularities of the pavement, and instantly check the slightest side or forward motion. It has the additional advantage of retaining its safety features until the entire tire is worn out.

These safety features are an integral part of the tire, not merely a fanciful arrangement of buttons, bars or ridges, that lose what little non-skid value they possess, because they soon quickly wear away, leaving only a smooth tread with absolutely no safety upon it.

H. D. BRAGG, Automobile Supplies
Lakeside 2281 2500 Broadway, Oakland, Cal.

VELIE MODELS IN BILTWELL SERIES

Clever Six Cylinder Machine of Latest Design Is Described.

Each season the Velie Motor Car Company has offered a new model distinctive in style and having quality in materials and construction. This season of 1916 the Velie Company has added a new model 22, which gives promise to satisfy every desire of the automobile owner. This new Velie, which is a six-cylinder car, displaces 22 cubic inches, and is a true expression of the graceful curves and trim effect of a yacht.

The wheel base of this new car is 115 inches, which gives ample leg and foot room in both the front and back compartments of the car, with additional space in the rear of the machine for carrying baggage necessary in cross-country touring. The body sides of this graceful car are drawn in at the front to meet the curve of the dash, while both doors and upholstery are built into the body without mauling or nails to mar the smooth and unbroken surfaces.

The Velie Company has also put out a touring model with winter top. This machine is one to win favor when the cold of winter or the chilly days of autumn are felt. The snug, glass-enclosed winter top is a protection against the bluster and blen of winter winds. The winter top is covered with black waterproof material, lined with gray cheviot, electrically heated, and built throughout in a high-grade coach-like manner.

Under this same model 22 the Velie Company has also placed a roadster in the market this year of hot weather. In practically all features of construction the Velie model 22 roadster duplicates the touring car chassis, the major differences being found in the softer springs, giving an improved riding comfort to the lighter load. The steering column is also lower in the roadster, which imparts to the completed car that low rakish effect so desirable in a roadster model.

In appointment, workmanship and equipment the roadster fully upholds the assurance of quality expected of all Velie models.

A four-passenger coupe is also part of the season's output. In the make-up of the Velie coupe the model 22 chassis is used. The body has the individuality, design and appointment of more costly enclosed cars. The seating arrangement provides ample room for four passengers.

One car to every seven families—that's what the number of cars now in use in this country means. Sales for the year ending June 30, 1915, totaled 703,527 cars. There is in actual use today a car for every mile of road in this country.

VARIETY WIDE IN OAKLAND MODELS

The Oakland line for 1916 includes roadsters, speedsters, five and seven-passenger models of four, six and eight-cylinder types. This line probably covers a larger range of choice, both in kind and in price, than is offered this season by any other maker of popular priced cars. It includes in the light six a car of unusual quality; in the four is found a roomy car with power, flexibility and high speed; in the motor, the latest advantage in four-cylinder construction. In the eight there is a car of magnificent proportions and luxury. Behind every one of these cars, irrespective of its type, class, size or price, stands the standard of quality found in the Oakland automobile. The Oakland principle of light weight without any sacrifice of sturdy construction prevails throughout the construction of every chassis. Each part that is subject to stress is made of special metal, selected to withstand strain and shock. The frames, which are extra deep, are made of heavy gauge channel-section pressed steel, one to the tapering construction of the body the sill of the body of all the Oakland cars rests evenly on the frame for its entire length, thus eliminating the conventional metal side upon usually found between body and running board.

OVERHEAD VALVE MOTOR.

Whereas the four and the eight preserve the V-shaped German silver radiator and are built with very much the same shape of bodies that the cars of a year ago had, the six is an extremely light chassis with flat radiator. It is the lightest Oakland to use an overhead valve engine. The eight-cylinder motor is of the type in which each block of cylinders is cast integrally with half the crankcase, the latter being split vertically with the left half carrying the crankshaft. It is a standard Northway design, the six and the four also being built by that well-known motor maker.

Kelley-Springfield

(HAND-MADE)

TIRES

Stewart Products Service Station Co.

L. G. RENO

TWENTIETH AND BROADWAY

Oakland 2749

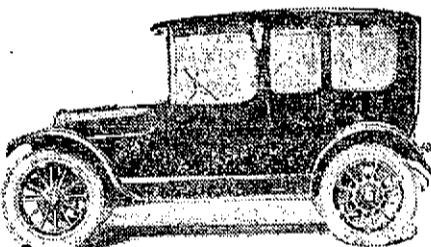
Quantity Brings Quality

INVESTIGATE OUR EASY PAYMENT PLAN.

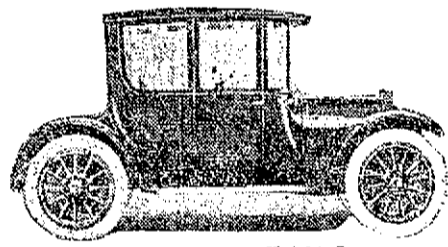
Overland
TRADE MARK REG.

Service Brings Success

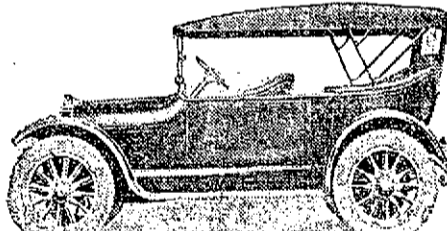
INVESTIGATE OUR SURE SERVICE PLAN.



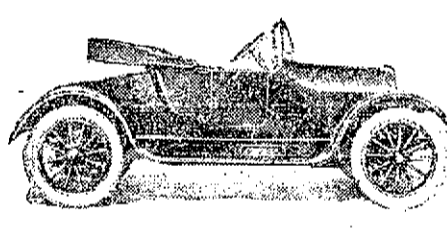
Model 84—Willys-Knight Limousine. \$1750 f. o. b. Toledo.



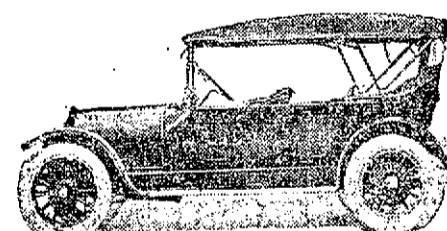
Model 84—Willys-Knight Coupe. \$1590 f. o. b. Toledo.



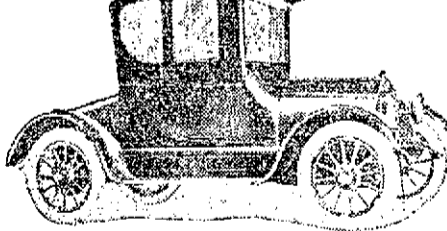
Model 84—Willys-Knight 5-passenger Touring Car. \$1695 f. o. b. Toledo.



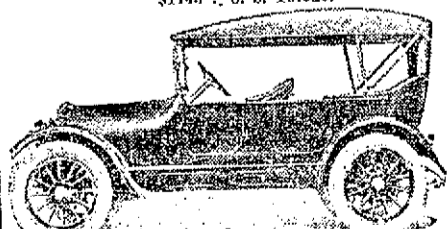
Model 84—Willys-Knight Touring Roadster. \$1965 f. o. b. Toledo.



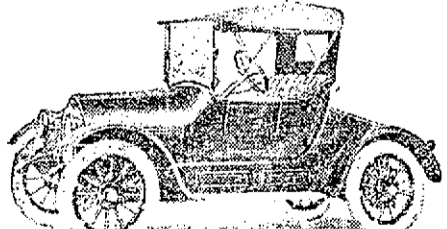
Model 86—Six-Cylinder Overland Touring Car. \$1145 f. o. b. Toledo.



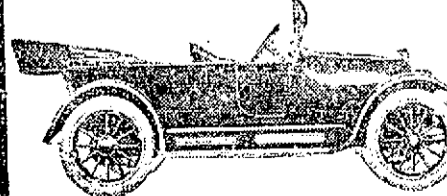
Model 82—Overland Coupe. \$875 f. o. b. Toledo.



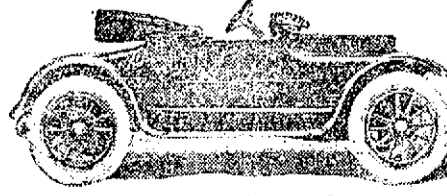
Model 83—Overland Touring Car. \$695 f. o. b. Toledo.



Model 83—Overland Roadster. \$675 f. o. b. Toledo.



Model 75—Overland 5-passenger Touring Car. \$615 f. o. b. Toledo.



Model 75—Overland Roadster. \$595 f. o. b. Toledo.

OVERLAND—THE CAR OF SERVICE.

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The Latest 4-90 De Luxe

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\$865

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Coupon Book good anywhere on the Coast with each car.

Terms If Desired



CHANDLER SIX HAS INNOVATIONS

Big Car Proves Surprise to the Experts as New Models Are Sent Out.

The Chandler Motor Car Company has produced one of the auto novelties of the year in the new models it has placed on the market for 1916. The new models, although priced the same as last year, have many improvements and refinements in fact, so many that the announcement created somewhat of a flurry among dealers. The Chandler Company, a newcomer in the automobile field, being established only three years, has made strides as remarkable as the many improvements in its new cars, starting with a capital stock of \$125,000, whereas its competitors are rated as a ten million-dollar concern.

The new Chandler touring car is a full seven-passenger car, of generous proportions, with improved style of upholstery, larger seating, deeper cushions, and better springs. It is in the six-cylinder model, the engine showing great flexibility of control. It is on the six chassis.

NEW ROADSTERS.

On the same chassis is the new model Chandler roadster, designed to seat four people instead of the conventional two. The graceful lines of the new car run down one of a swift power boat, and, altogether, the car carries with it a distinctive air that has brought forth many favorable comments. The seats are arranged after the corridor type. In the sedan, which can be transformed from a roomy touring car to a luxurious sedan at a moment's notice. This is one of the strongest attractions of the new Chandler line. The Chandler cabriolet, seating three persons, is another convertible model, being easily transformed into a neat roadster. A seven-passenger limousine and a coupe are also made.

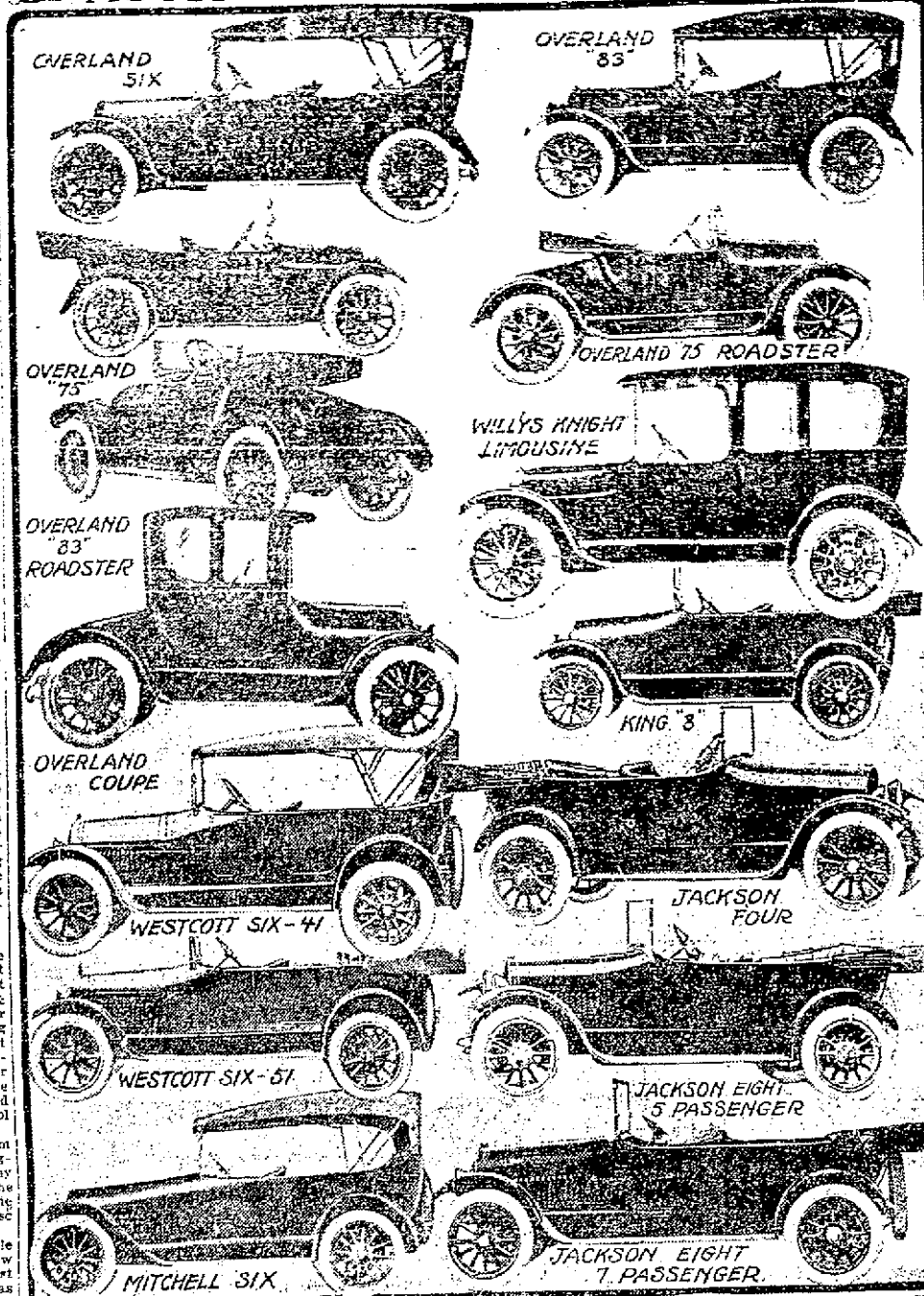
ENGINE IS LIGHT.

The Chandler motor is a veritable "light six." The motor base is in cast aluminum, the cylinders of the strongest possible material, and a separate Gray & Davis generator, a Bosch magneto for ignition and a Gray & Davis starting motor are a part of its equipment. It develops heavy power with utmost flexibility. A spiral bevel gear on the rear axle is the driving system. The rear axle is full floating. External contracting and internal expanding brakes insure control in crowded streets or on hills.

The Stewart vacuum gasoline system is used, and a silent chain drive to the motor, cone and pump removes any noise of unnecessary noise. In fact, the motor is one of the most silent of the year. The clutch is of the multiple disc type.

The spiral bevel gear on the rear axle is one of the new points of the new car. This system has met with the best of success and is hailed by engineers as a valuable addition to motor design.

MOTOR CARS of the 1916 PEAPACK



Jackson Autos Built in 8 and 4 Cylinders

Of the complete line of cars offered by the Jackson Automobile Company of Jackson, Mich., this year probably the best looking, most modern, and most complete in design is the Jackson "Eight." This Jackson "Eight" has a standard motor for the larger types of touring cars, with a light weight, compact body, long wheel base, light and flexible spring suspension. Mechanically the car compares favorably with the cars costing far more. It is called as "Model 8" by the makers, and is an abundance of power. The Jackson "Eight" rides the average road with the smoothness of a Pullman, and it clings to the edge of a road with an apparent ease and confidence. It is a light weight "Eight" motor is the same long stroke. This car, designated as model "834," has been built along strong substantial lines, with a care and attention to details that should assure many years of satisfactory service. The car has speed, flexibility and is economical. It is an easy riding car, with beautiful lines and is carefully finished. The car is also roomy and comfortable. The many advantages of the eight-cylinder motor is demonstrated in this car, as well as the larger Jackson car. There is no doubt in this motor a shorter and more compact action than a six-cylinder engine of the same power. The cylinders are small bore, and the number of them, together with the overlapping impulse of the motor, give a steadiness and smooth-

Not so with the automobile. Everybody wants one and generally gets one when his purse permits. The one-time owner of an automobile is, moreover, always an owner, for it does things for him that used to be luxuries, but which the possession of a car made necessities.

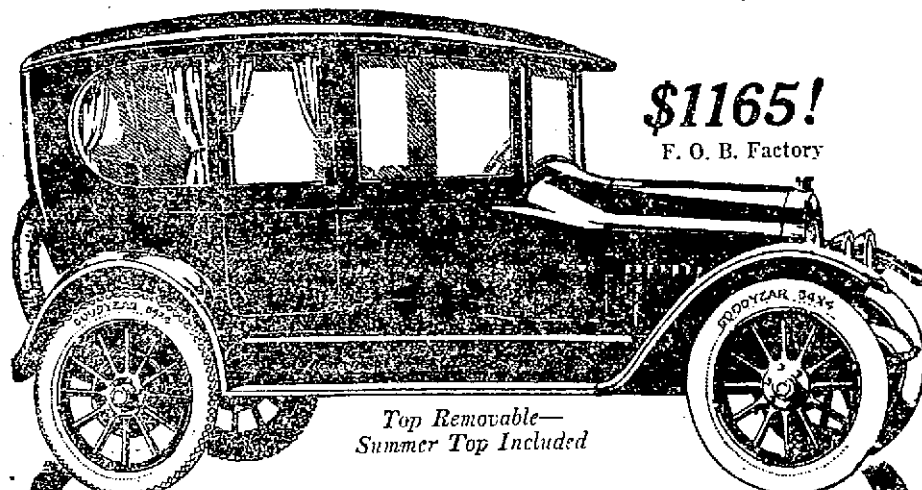
Stewart Starters for Ford Cars

Stewart Speedometers
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STEWART PRODUCTS SERVICE STATION

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\$1165!
F. O. B. Factory

Top Removable—
Summer Top Included

People Who Never Thought of Closed Cars

In former years the closed car was a costly luxury enjoyed exclusively by the wealthy. Next came cheap "demountable" tops. Today, for the first time in the history of the business, you are offered an enclosed coach with all the appearance, and quality which formerly characterized the highest priced enclosed coaches.

The Jeffery Sedan at the amazing price of \$1165!

F. O. B. Factory

This car costs only \$165 more than the Jeffery touring car—yet it gives you a perfect town car—and the top can be removed at the first suggestion of warm spring weather.

Thousands of people who never before considered owning a closed car are being converted. They are buying the Jeffery Sedan as a general all-purpose, year-round car and at the same time they are enjoying the luxuries of a custom-made enclosed coach.



F. R. FAGEOL

3420-26 TELEGRAPH AVE.

Pied. 2699

OAKLAND, CAL.

Jeffery Sedan

You Buy Proved Success in a Paige—

It is Paige Policy to build sanely and safely. It is Paige Policy to market cars that are already established successes—not experiments.

Freak designs, radical innovations of all kinds find no place in the Paige Policy to give Paige Owners only the safest, sanest and soundest of design and manufacture.

In power, flexibility, ease of control the Fairfield "Six-46"—\$1425 F. O. B. Oakland—is an ESTABLISHED SUCCESS. It throttles down to two and a half miles an hour. It leaps to a speed of sixty miles an hour at a touch of the throttle. We don't have to give a guarantee of that or even "claim" it. The American people ALREADY KNOW IT of their own knowledge.

The American people have pronounced the Fairfield "Six-46" supreme in beauty, distinction, service and quality—over and above all light Sixes.

And this magnificent seven-passenger car, in all the vital features and details of design and manufacture, has been brought up to the current day—the current hour—of motoring elegance and luxury.

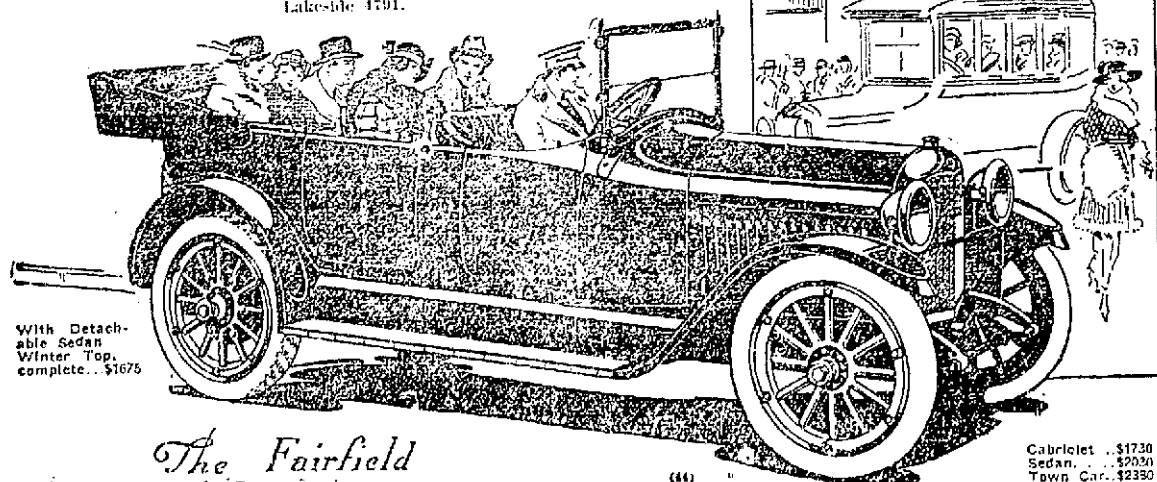
Paige financial strength, Paige manufacturing efficiency, Paige popularity, make it possible to offer this greater Fairfield "Six-46"—of even greater quality—at the extraordinary price, \$1425.

You must also see the new Paige Fleetwood "Six-38." We want you to FIND for yourself in this car your ideal of what a five-passenger motor car should really be. Its price is \$1180 F. O. B. Oakland.

Paige-Detroit Motor Car Company,
Detroit, Michigan.

PAIGE MOTOR COMPANY

Distributors for Alameda and Contra Costa Counties.
2750 Broadway, Corner 28th Street, Oakland, Cal.
Lake-side 1791.



With Detachable Sedan Winter Top, complete... \$1675

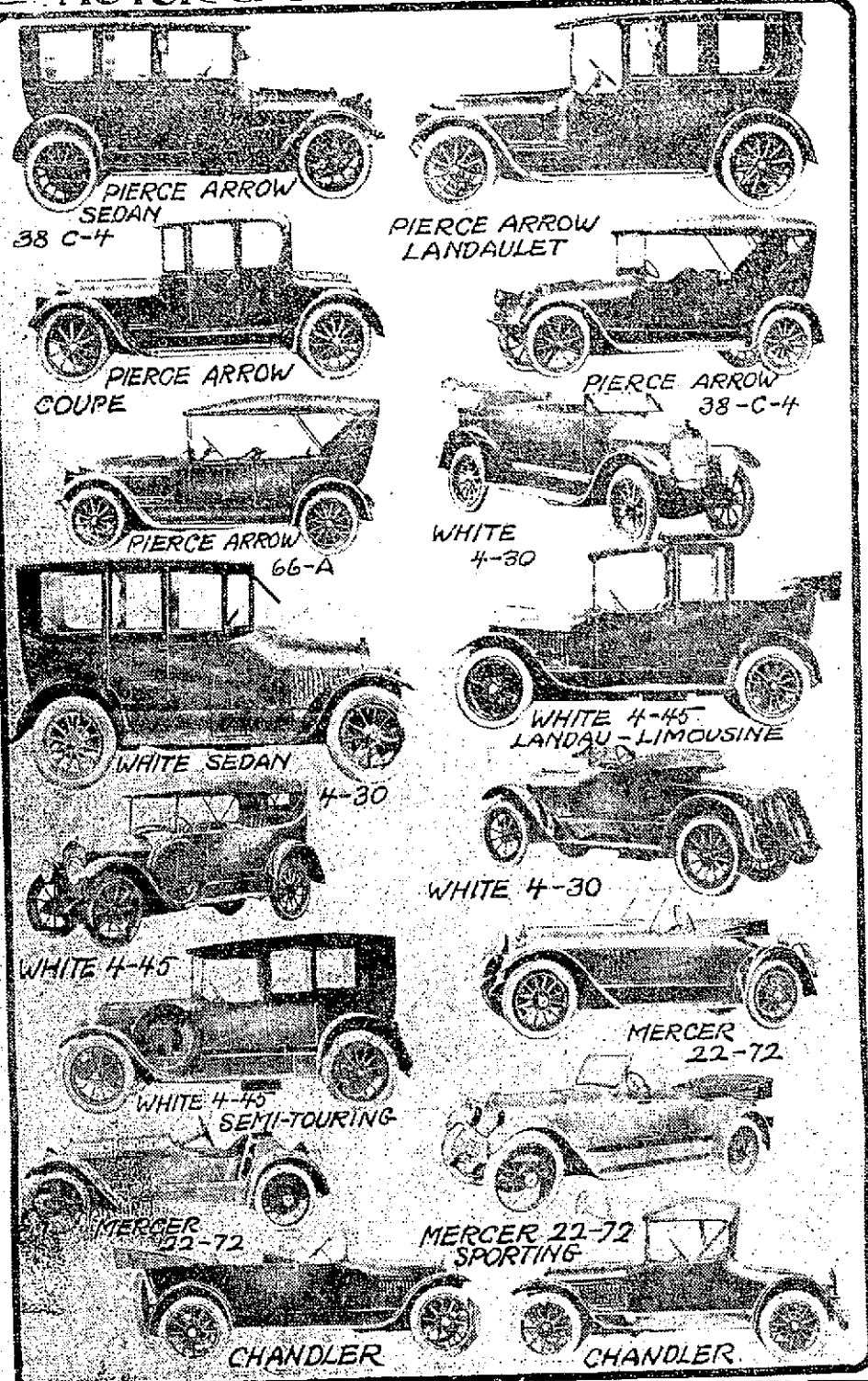
The Fairfield

"Six-46" \$1425 F. O. B. Oakland

Cabriolet... \$1730
Sedan... \$2030
Town Car... \$2330
F. O. B. Oakland



MOTOR CARS OF THE 1916 SEASON



HAYNES FACTORY MAKES 12 MOTOR

Popular Line of 1916 Sixes
Has New Addition, Just
Announced.

The Haynes Automobile Company is putting out one of the most complete and comprehensive lines this season in the light six class cars. The line now embraces two different chassis carrying light six-cylinder motors and the factory is now announcing a light twelve-cylinder chassis.

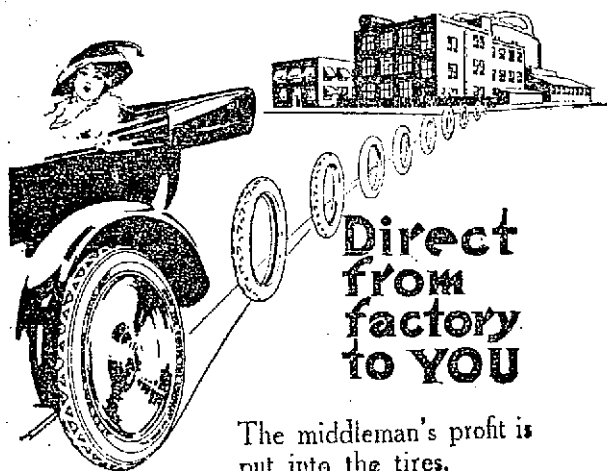
The six-cylinder motors have a bore of 3 1/2 inches with a 5-inch stroke, which is the ideal size for economy, smoothness and power for the majority of users of motor cars. The 121-inch wheel base chassis is fitted to two different bodies, a five-passenger touring and a "Clover Leaf" three-passenger roadster.

The front seats of the touring bodies are the separate divided type which is the latest type of construction and their arrangement has many convenient features. Each front seat is adjustable to any position to suit the comfort of any occupant. They may be moved backward or forward and tilted to any angle desired. The seat beside that of the driver may be revolved and faced backwards if wanted. There is plenty of room for passengers to walk between the seats without disturbing any other passenger. This also allows perfect freedom of the driver. The tonneau is simply large, affording carrying space inside the car for baggage.

The roadster models have an unusual amount of luggage space which is ideal for touring or carrying parcels. On each side of the third seat, which is placed behind and between the two front seats, is a space about 14 by 16 inches and about two feet deep. Under the rear deck of this body is space large enough to carry three suitcases. All carrying space is free from rain and dust.

Seven-passenger bodies are mounted on a chassis of 127-inch wheelbase and carrying oversized tires with heavier springs, bearings and parts to carry the added weight. The rear ratio is slightly lower to balance the power. The extra seats in Haynes cars are so installed that when not in use they are entirely hidden clear under the tonneau floor in a water and dust tight steel box. They may be raised for use without any screws to adjust and may be handled instantly. The seats may be taken clear from the car without any fastenings of any kind and the boxes used for carrying space. Most owners use this space for linens and articles they wish to keep clean.

The new "Light Twelve" is fitted with a 12-cylinder motor, 2 1/2 inch bore by 4 1/2 inch stroke, aluminum pistons and reciprocating parts, steel valves, chain, motor-oiler, hydrameter, clear lighter and wire wheels in addition to the regular equipment of the light six.



Direct
from
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to YOU

The middleman's profit is
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You buy from Branch
Store or employed distributors.

The simple, direct, efficient way.

So you get better tires and more mile-
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Point Lobos Garage 4808 Geary St.
Point Lobos Garage 444 1st Ave.
Mission Vulcanizing Co., 15th and Valencia Sts.
Reed & De Yonge 1219 Van Ness Ave.

JEFFERY CARS OF THE 1916 SEASON

Kenosha Factory Improving
on Former Satisfactory
Models.

Unusually attractive in design and durable in service are the various styles and lines of the Jeffery automobile offered the motoring public of the United States and foreign countries for the season of 1916. There is really nothing untied in the four-cylinder car that is being sold this year. It is the direct descendant of the original Jeffery Four, which since its first appearance a few years ago, has given thousands of auto owners a new conception of motor car quality, comfort, dependability, economy and convenience. The lines offered this season embrace a standard seven-passenger touring car, considered by the makers a remarkable road car, smooth at all speeds—from three miles an hour in traffic-crowded streets of cities to express train time on country highways; the Jeffery Four Sedan, combining winter luxury with summer comfort, and the Jeffery Four three-passenger roadster, a stylish, fast-traveling car, which, owing to its graceful lines, delights the eye and satisfies every desire for road performance.

The Jeffery Four is of high perfection in regard to its machinery. This is due to a great extent to the advantage the Jeffery engineers have had in designing a car which is built practically in its entirety in the Jeffery plant at Kenosha, Wis., where the factory occupies more than twenty-six acres of floor space under roof and a total of 161 acres of land.

including the testing track. These engineers have never been restricted by limitations set by parts of the automobile manufactured in other plants. The car has been designed as a complete unit. The cars of this year, like their predecessors from the Jeffery plant, show the most careful workmanship. This means a great lowering of maintenance and operating cost for the owner, as good machinery runs more smoothly, requires less attention and has a much longer life than poorly constructed machinery.

From this working condition of efficient machinery the owner of a Jeffery Four is insured economy in the amount of gasoline and lubrication oil necessary to run the car. The light weight and perfect balance of the car itself means a big saving in tires.

The bodies of the cars for 1916 have been built with an eye to comfort and ease, which in former years was a luxury found only in high-priced cars. In the Jeffery Four of this season is found soft, deep, leather upholstery such as characterizes the finest types of over-stuffed couches, into which one sinks with a feeling of comfort and contentment. The car is provided with divided front seats, which means easy access to the tonneau without getting out of the car, and also gives the driver perfect freedom in his control of the car. The auxiliary seats, too, have been given the most careful attention in construction and give maximum comfort for the passenger.

In all there are thirty-three improved features that characterize the Jeffery Four—with its various lines—for the season of 1916.

Horses provide another big reason for the popularity of the motor car. The animals are expensive, hard to keep and slow of movement. Anyone can drive motors; now they are so simple. This opens a wide field for women drivers. Other things that have materially aided in building up the popularity of the automobile are the increased efficiency with the decreased cost of car and upkeep.

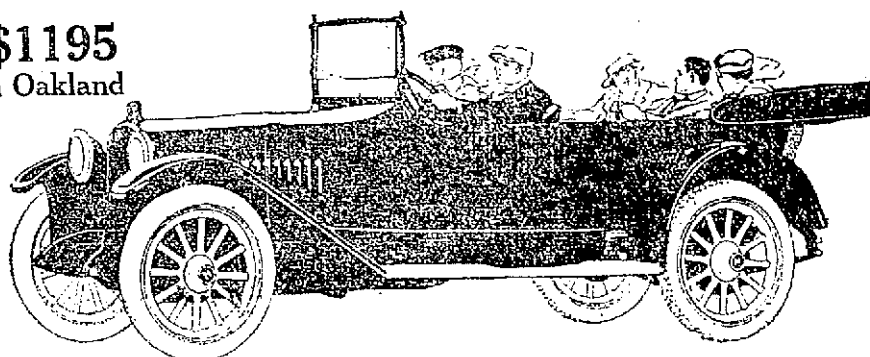
SUPER-SIX LATEST IN HUDSON LISTS

The 1916 Hudson is an entirely new chassis which will be known as the Hudson Super-Six. Numerous pains have been taken in developing this motor and the continued use of six-cylinders decided upon after many experiments with eight and twelve. Externally, the new motor has no striking peculiarities, being a block-cast six with 2 1/2-inch bore and 5-inch stroke which is exactly the same size as last year. The power developed is stated to be 55 hp. maximum as compared with 47 of last year. To obtain this much higher power the principal alterations have been in reducing the friction resistance of internal parts of the motor and enlarging the gas passages and valves. Higher speed of rotation is rendered possible by the larger valves and vibration at the higher speed is prevented by the large dimensions of the four-bearing crankshaft. This new motor has been subjected to very severe tests and the new Hudson car has accomplished some remarkable records under official observation. The motor is claimed to develop greater power in proportion to its size than any other stock motor ever built.

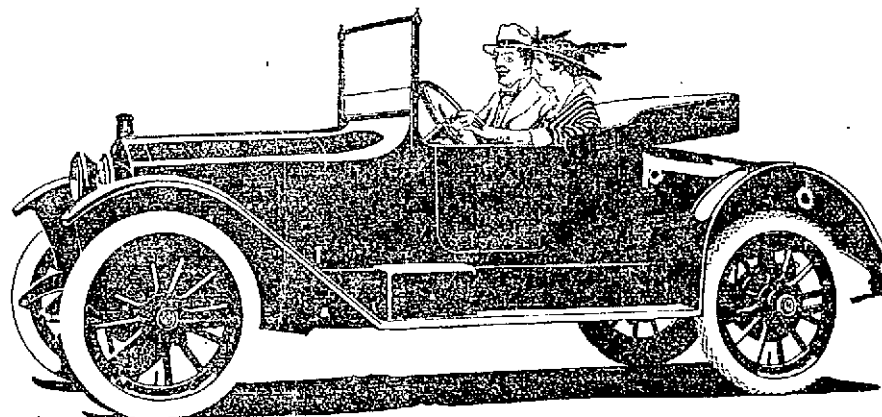
In developing the new motor a special type of carburetor has been designed, the ambition being to produce an instrument which will give rapid acceleration without delicate manipulation of the throttle. The supply of oil is regulated by the speed, the throttle being connected to the oil pump in such a way as to regulate the stroke of the oil pump plunger. There is an eccentric in connection with the throttle which controls the distance between the pump plunger and the cam which operates it, reducing the clearance as the throttle is opened, and so giving more oil.

Hupmobile Car of the American Family

\$1195
in Oakland



THE BEST CAR OF ITS CLASS IN THE WORLD



More Comfortable, More Beautiful, More Powerful—As Economical as Ever

Of all types of automobile motors, the four cylinder alone has been brought to the most nearly perfect state. And we believe the Hupmobile four-cylinder motor represents the ultimate of current development.

On the four, as a type, engineers and manufacturers have lavished their best thought and effort. Into it they have put their longest experience.

In the most exacting owner-service, it has proved its superior reliability and greater economy. Its stamina has carried it successfully through the severest road, track and hill-climbing contests.

Invariably a four wins the longest and swiftest races. Last October, in New York, a four set the world's record for sustained speed.

It is simpler than a motor of more cylinders, because its parts are fewer and its complications are less.

It no longer presents any serious engineering or manufacturing difficulties; and it is the one type which owners and drivers understand completely and thoroughly.

That is why the four-cylinder is best suited for the service most men require. Registration records show that this country buys more than two and one-half times as many fours as all other types combined. Foreign markets buy fours almost exclusively.

Further study and refinement will bring forth still higher efficiency and greater economy, as shown by Hupmobile experience.

In the testing laboratory and on the road, our engineers carry on extensive experiments with every type.

But always they achieve, with the Hupmobile four-cylinder, the flexibility, the absence of vibration and extraordinary acceleration supposedly possible only with added cylinders. The Hupmobile motor has, too, a "pull," a hugging tenacity of power we have been unable to get in any other type.

Consequently the standard four-cylinder Hupmobile motor is giving complete satisfaction to all owners.

On it has been built the Hupmobile reputation for economy and reliability and quality. To it, more than to any other one factor, is due the Hupmobile success.

And now the Hupmobile national free service—literally guarantees satisfaction with the car. It backs up the quality and performance of the car in a way entirely new and unusual.

It makes the customer a friend to the dealer and to the Hupmobile. It entitles his everlasting loyalty.

Hupp Motor Car Co.

Detroit, Michigan.



A1187

OLEN & HUNTER AUTO CO.
Twelfth and Jackson Streets
Day and Night Service—Phone Oak. 4076.

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Maxwell
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ECONOMY

21.9 Miles for Each
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ping Motor

EFFICIENCY

20.9 Miles an Hour
Average—All
Weathers, All
Roads

A. A. A.
Official
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You Can
Purchase the
Exact
Duplicate
of This
Wonder Car
Today, and

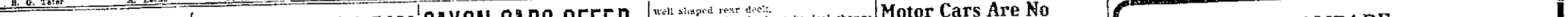
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SAN FRANCISCO
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**SAXON CARS OFFER
STRENGTH, SERVICE**

**Six-cylinder Popular Machine
Proves One of Season's
Big Hits.**

Strength, economy and service are the
slogans of the Saxon built automobiles

The Sixton-built cars on the market this year. The largest of these is the Sixton six touring car, equipped with a two-unit lighting and starting system, five detachable tops, a one-man top, storm curtains, split vision windshield, speedometer, fender and hood rails, headlights with dimmer attachment, electric horn, 32 by 63-inch wire spoke tires, jack, pump and full set of tools.

The Sixton six roadster seats three persons comfortably, having the same equipment as the touring car. Both the Sixton six roadster and touring are now fitted with detachable tops if desired, making types of the six class.

ROADSTER IN A FOOT

The two-passenger Saxon roadster is driven by a four-cylinder motor, and is fully equipped with a special high grade mohair top and ventilating windshield. The Saxon delivery car has a 400-cu. ft. capacity, besides the weight of the driver and with a powerful four-cylinder motor, a 32-tooth gear transmission, fly plate clutch, shaft drive, standard tread and other up-to-date features. It also has storm curtains to protect the load in inclement weather.

Everywhere and under all kinds of conditions the Saxon roadster is proving the economy champion of the automobile. It averages 30 miles to a gallon of gasoline and 150 miles to a quart of lubricating oil. The tires run from 3000 to 6000 miles. Half a cent a mile is the Saxon record for car operation, or one-fourth of a cent per mile for each passenger.

See Saxon agent, next page.

much as they did before but they have a number of improvements and refinements which really make the cars strikingly good value. The little roadster is now fitted with a three-speed gearbox instead of a two, and there is a change in the front of the row to bring the body up flush with the windshield and dispense with the former cloth floor skirt.


BODY SIDES HIGHER.

Body sides of the six, which enters its second year with very little mechanical change, are somewhat higher, the chassis principle of design and the fitting of the body around the top edge. A roadster type has also been fitted to the chassis, and it is a graceful model, with

be made in its present six-cylinder power plant.

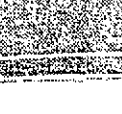
During the past six years the Pierce Arrow Motor Car Company has been experimenting with a new type of motor, and they have built many different motors, they have tried them strenuously, both on the road and on the bench, and claim that they have yet to find an engine that will give better all-around results in the hands of the average users than the present highly developed type or six-cylinder

E SIX



\$1065
With
Summer

Advantages of the automobile in winter are in the highest degree in the Velie Six with the detachable top. Easily put on or removed, it makes your Velie Six an enclosed car. The Velie detachable top gives the same protection associated with cars of twice the cost. The enclosed body—Velie values in the



Seating Arrangement.
Convenient seating arrangement for four persons, including rear of driver's seat and rear of car.

Additional facilities for ventilation in summer wheels \$1820.
 ing and describing the Velle enclosed type
VEHICLE COMPANY
 Place, Moline, Illinois.
CLOSED CARS
Green Motor Company
 FAY, OAKLAND, CAL.
 Immediate Delivery

COMPARE

The Allen
E. O. B. Factory

\$795.00

"37"



with any or all of the cars selling in the market for one thousand dollars or less. Hide in them all; test out their power, their roominess, their comfortable riding qualities. We know your verdict will be

A BETTER CAR FOR LESS MONEY

Roomy and powerful, with unsurpassed riding qualities and appearance.

Full 37 H.P., 33½-inch bore by 5-inch stroke
Westinghouse Electric Starting and Lighting
112 Wheelbase, 55-inch Underlying Rear Springs
Stewart-Warner Vacuum Fuel Feed System, with Tank

Weight 2300 lbs., Full Floating Rear Axle
Beautiful Boat-Line Body—Roomy and Comfortable

A really remarkable car value. 1949 Buick. Sold by the
enthusiastic reception given the new Allen here.
IMMEDIATE DELIVERIES.

ARNOT & PRESLEY
BROADWAY GARAGE, Twentieth and Broadway, Oakland
PHONE OAKLAND 802.
569 Golden Gate Ave., San Francisco, Phone Market 8202

BEST TIRE

WORLD

Silvertown—Everybody Admits That!

we cannot possibly make Silvertowns enough. In six months we have tripled our equipment and more is being added as fast as machines can be built, still we cannot

ever, for the motorist who cannot procure Silvertowns and the man who prefers the fabric construction we have produced a Super-Fabric Tire—combining the latest im-

THE SECOND BEST TIRE IN THE WORLD—made

Motorists are bringing their cars up-to-date by its equipment.

There's no question but that this "Hyper-Rubber" BLACK read will outwear anything yet evolved. It hasn't that rigid stiffness that marks other types. "Hyper-Rubber" can be best described as "gristly" with a "give" to it, yet remarkable toughness. It is harder to cut—harder to puncture.

and it's a beautiful Tire. Its clean white side walls contrasted with the Jet BLACK Tread adds to any car. It's classy—LOOKS ITS SUPERIORITY EVEN AFTER LONG WEAR.

Your Car Up-to-Date With

POODRICH

A SAFETY TREAD TIRES

is only by

DRICH COMPANY

All the comforts and advantages of the automobile in winter are realized in the highest degree in the Velie Six with our beautiful detachable top. Easily put on or removed. Requires but a minute to make your Velie Six an enclosed type or an open touring car. Velie detachable top gives the sedan effect—the impression associated with cars of twice the price. Velie luxury in enclosed body—Velie values in the chassis—at this low price.

Coupe top cut away to show convenient seating arrangement for four Deep-tufted upholstery. Carrying compartment in rear of driver's seat. Ample storage space in deck at rear of car.

Write for folder fully illustrating and describing the Velie enclosed type
VELIE MOTOR VEHICLE COMPANY
 100 Velie Place, Moline, Illinois.

ENCLOSED CARS
McDonald-Green Motor Company
 2953 BROADWAY, OAKLAND, CAL.
 Phone Oakland 2474. Immediate Delivery

The Best Tire Made Is the Silvertown—Everybody Admits That!

However, for the motorist who cannot procure Silvertowns and the man who prefers the fabric construction we have produced a Super-Fabric Tire—combining the latest improvements and carrying the Goodrich Safety five-bar Tread in the SAME WONDERFUL BLACK TREAD STOCK THAT HAS MADE THE SILVERTOWN FAMOUS THE WORLD OVER!

It is selling as never Tire sold before—tens of thousands of motorists are bringing their cars up-to-date by its equipment.

There's no question but that this "Hyper-Rubber" BLACK Tread will outwear anything yet evolved. It hasn't that rigid stiffness that marks other types. "Hyper-Rubber" can be best described as "gristly" with a "give" to it, yet a remarkable toughness. It is harder to cut—harder to puncture.

And it's a beautiful Tire. Its clean white side walls contrasted with the Jet BLACK Tread adds to any car. It's "classy"—LOOKS ITS SUPERIORITY EVEN AFTER LONG WEAR.

Every Goodrich Tire now comes with the "Hyper-Rubber"
BLACK Tread.

Bring Your Car Up-to-Date With

GOODRICH BLACK SAFETY TREAD TIRES

THE B. F. GOODRICH COMPANY

FACTORIES: AKRON, OHIO

Local Stores—101 Mission St., S. F.; 12th and Harrison Sts., Oakland



KISSELKAR HAS MANY BODY MODELS

Credit for the "all-year car" that is becoming so popular might well be given to the KesselKar manufacturers. Credit for this type of car belongs exclusively to Kessel, and the success of this combination model last season was so unmistakable and triumphant that it will continue as the KesselKar feature for 1916.

The detachable sedan top of this car is similar to the new detachable coupe top. Both of these cars are fine examples of the coach builder's ability. There is nowhere the slightest trace of the parting line between the top and open body of the automobile. The new detachable coupe top can be bought for all three KesselKar models.

The Kessel roadster for 1916 is a four-passenger car. It fulfills the demand for a tonneau large enough to carry the average family and still be suitable for a town runabout. This car is particularly adapted to the requirements of physicians, real estate operators and every one who wants a motor that can be used for both business and pleasure. This car, like the other models, can be equipped with the detachable top for winter use.

It is the belief of many that the 42-horse model of the Kessel output is one of the market's best values in six-cylinder motors. It is a roomy, thoroughly first-class car at a popular price. The Kessel-built motor in this car is flexible, has almost unlimited power and is silent and smooth running. It has a bore of 3 1/2 inches and a stroke of 5 1/2, which is an ideal dimension for a car of the size and weight of the 42-horse.

The five-passenger, two-door style, the original KesselKar roadster design, has a specially built de luxe body. Roomy and luxurious, beautifully upholstered and extremely easy in riding, it is a comfortable as well as an extremely efficient model. This body is in the stream-line model, after the fashion of most of the bodies of the KesselKars. The radiator is rather narrow, lending a distinctive air to the vehicle.

The seven-passenger, four-door model with over-sized tires is another car in which beauty and utility are included. The new Kessel roadster is a four-passenger car. It fulfills the demand for a tonneau large enough to carry the average American family and still be suitable for a runabout. It is particularly adaptable to the uses of physicians, real estate operators and those who desire a car for both business and pleasure.

The Kessel chassis is in the 32-four, the 36-four and the 42-six.

The bodies include a four-passenger roadster and coupe top mounting; a combination touring car and sedan model; the six roadster; the two-door, four-passenger roadster; the seven-passenger, four-door touring body; the seven-passenger, three-door touring model, and other special body combinations that can be ordered if desired. The bodies are equipped with one-man tops when tops are included, and the Westinghouse dual ignition system is used on all models.

MOTOR CARS OF THE 1916 SEASON



'EIGHT' AND 'FOUR' BRISCOE FEATURES

Sensational Exchange Offers One of Splendid Ideas of 1916 Season.

Two cars, one with four cylinders and the other with eight, are offered by the Briscoe manufacturers this season. In their announcement the Briscoe officials say that the four-cylinder motor holds out the advantage of fewer parts and greater simplicity. The eight-cylinder motor offers a slightly more even pull, particularly at low speed, because in the four-cylinder motor the power impulses follow each other in rapid succession, while in the eight-cylinder gas engine they overlap. The capacity of the four-cylinder Briscoe motor is 200 cubic inches, that of the eight-cylinder motor 350 inches, so that the power output of the two motors is about the same, both being rated as 25 horsepower motors.

Whether one's choice falls on a Briscoe four or upon the Briscoe eight, there cannot be much difference in the ultimate outcome, for Briscoe cars are the result of the latest engineering research and thought. Every machine used in the making of Briscoe cars, whether it has four or eight cylinders, represents the most modern device for the performance of a certain operation, with the result of producing in all Briscoe parts a degree of interchangeability that is of vast importance to the motorist. The idea is to furnish the customer either an eight or a four as desired, and if he chooses a four and within thirty days decides he would prefer an eight, the Briscoe Company will replace his four with the eight for \$250 additional. In order to make this possible with the least amount of trouble, the gears have been separated from the engine and placed amidships so that only the power unit itself has to be taken out, either motor coupling to the drive shaft ahead of the gears.

A new design of four-cylinder motor is used in the 1916 car, 2 7/16 by 5 1/8 in., which gives a horsepower of 28 at 1700 r.p.m. It is claimed that the eight that is supplied is the Ferro, which has overhead valves and the upper part of the crankcase in unit with the two blocks of cylinders. Its dimensions are 3 1/2 by 5 1/2 in., which gives a displacement of 198 cu. in., as compared with 180.4 cu. in. in the four.

In outward appearance the 1916 Briscoe is readily distinguishable from the previous model. This is principally due to the larger body and wheelbase increase to 114 in. from 107 in. The fitting of two headlights instead of the former unique method of placing one headlight in the top of the radiator; the use of closed fenders and the suspension of the rear by cantilevers instead of semi-elliptic springs as used in 1915. Tires have been enlarged to 32 by 3 1/2 from 30 by 3 1/2, and the old design of double internal expanding brakes has given way to the more conventional internal and external form, these being considerably larger and more powerful.

FORD BUILDS CAR FOR MULTITUDES

Nothing has been changed in the Ford—the universal car—except the price, and that's smaller. The Ford Motor Company continues the manufacture of the same three models in the same way and with the same remarkable degree of satisfaction to the hundreds of thousands of Ford owners. The three models are the runabout, the five-passenger touring car and the six-passenger town car.

The Studebaker Corporation not only announced its new series of models, at the New York automobile show, but also exhibited a full line of these cars, both open and closed types.

Radiator Troubles Can Be Settled Here

Many a motorist lays a multitude of troubles anywhere but where he should—to a clogged or otherwise out-of-order radiator. Overheated engines are often caused from this trouble, rather than from improper lubrication, and, even if it doesn't help anything except the carbon formations.

It is of considerable interest, therefore, to motorists that it is possible to have good radiator repair work done here in Oakland. The A. L. Herz Auto Supply Company has made a specialty of all kinds of radiator problems. Experts are in charge of its radiator shops and the latest tools are available. It pioneered the business and has made an exhaustive study of all lines.

THE reason why more than 750,000 people drive Fords can be summed up in one good, solid word, QUALITY!

Competition has been Keen, mighty Keen.

It has been no race for "short horses." With low-priced cars born and consigned to the scrap heap at the rate of almost three a day, it was plain that only one way remained to make such a car stick. That was to give a hundred cents' worth for every dollar—plus. Ford knew this, and did it—and Ford cars are seen everywhere!

SOLD ON EASY PAYMENTS

with only a very modest amount down. Make arrangements now, and get the use out of your car when you are paying for it.

Touring Car, \$440; Runabout, \$380; Town Car, \$540; Coupelet, \$590; Sedan, \$740; F. O. B. Detroit, with all equipment except Speedometer.

The Pacific KesselKar Branch

LIMITED AGENCY FOR OAKLAND, ALAMEDA AND BERKELEY
24th and Broadway Phone Lakeside 177
SAN FRANCISCO PASADENA LOS ANGELES
PORTLAND SAN DIEGO



Avoid Carbonizing to Strengthen Tire

Through the utilization of a process whereby the carbonizing of the natural oils and waxes in the cotton fiber are excluded, and through the utilization of a safety feature that is an integral part of the tire rather than a surface-molded device the Miller non-skid tire claims a solution of the skidding problem. The tires go under a trademark, "They gear to the road," and have many points to commend them to experts.

The safety feature of the tire is the result of long experiment, and is so constructed as to be a part of the tire, lasting as long as the tire. The backbone of the tire, of course, is the cotton fabric, as before said, with its natural wax and oils retained to preserve its strength. It has been widely used on long tours, with considerable success.

Health as well as wealth has been added to the country by the automobile. It has opened up new roads that seldom were traveled; it has made convenient the taking of trips in a few hours that formerly occupied a day, and tremendously increased the value of the property adjacent to big cities. The greater proportion of cars are now being sold in small towns.

As to the BRISCOE—

the fact that it sells at \$750 doesn't in any sense mean that it is a cheap car; it's merely reasonably priced.

The BRISCOE is designed to meet the requirements and the purse of the average man. Possibly we sensed his needs and desires in a car better than the next one, and proceeded to build the new BRISCOE to conform to "specifications."

At any rate, the BRISCOE is a finished product that measures up exactly to what the public wants—a car that is high in quality-value, and low in price. Handsome, powerful and comfortable in every respect. Prices quoted, F. O. B. Factory.

Five-Passenger Touring, 114-inch wheelbase, 38 horsepower, smooth-running and soft-humming motor; graceful lines; roomy tonneau; deep cushioned seats; demountable rims; cantilever springs in the rear—a car of looks, finish and endurance.

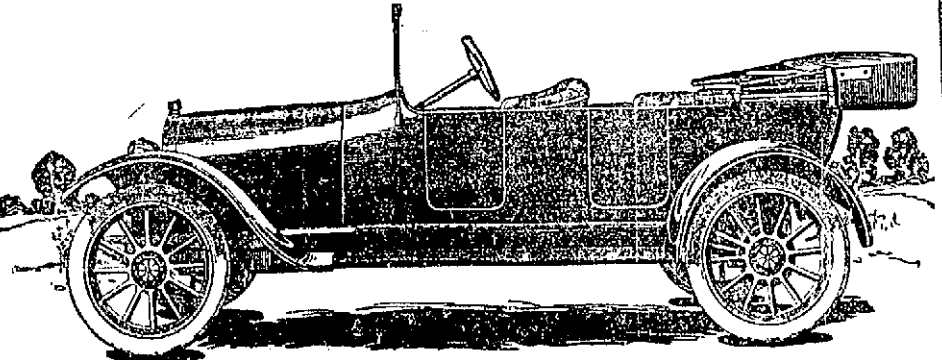
BRISCOE

38-Four, \$750
38-Eight, \$950
Same Body and Chassis

YOUR CHOICE of 4 or 8 Cylinders

The Pacific Kessel Kar Branch

DISTRIBUTORS OF BRISCOE
24th and Broadway, Oakland
PHONE LAKESIDE 177.
SAN FRANCISCO PASADENA LOS ANGELES
PORTLAND SAN DIEGO

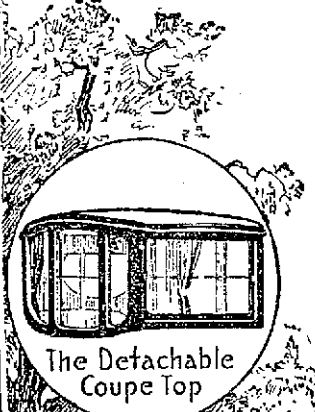


This is the Time of Year when You Appreciate the Versatility of ALL-YEAR Car

Ever so often a flurry or downpour of rain—just put on your detachable top, and all is snug and serene. When friend sun comes forth again—take off your top, and your Sedan or Coupe becomes a Touring car or Roadster. For either operation, attaching or detaching—yourself and one assistant, a wrench, twenty minutes' work, and the deed is done.

This notable achievement in car-building was invented and introduced by Kessel exclusively last season, and this year twenty other manufacturers have copied the idea, but the name "ALL-YEAR" is Kessel's—which justifies the statement that The ALL-YEAR Car is a

KISSELKAR

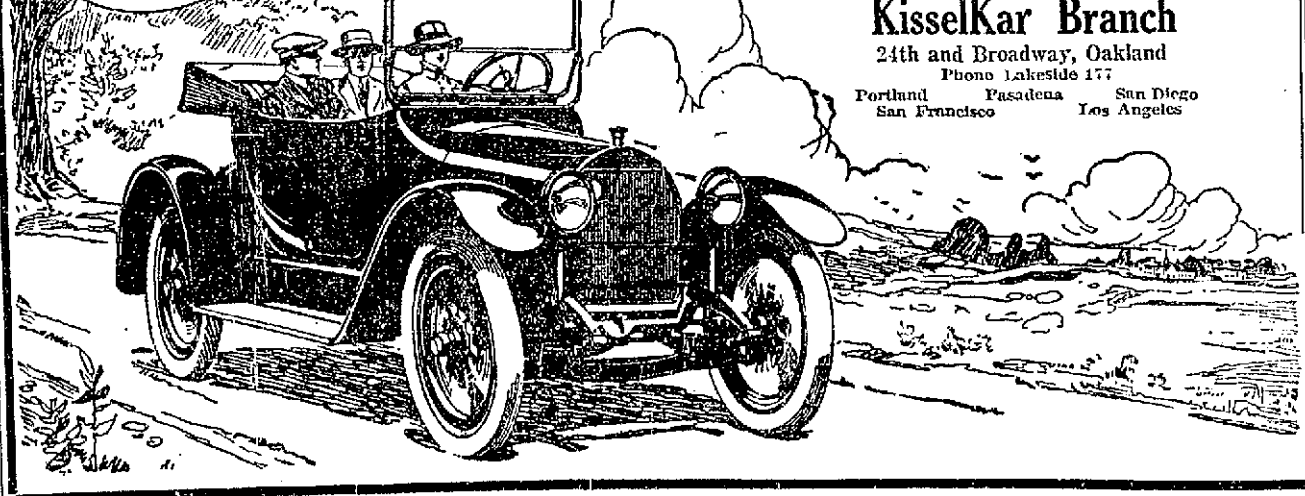


The Detachable Coupe Top

There are two Top models that come with the ALL-YEAR CAR—a Coupe Top for the Roadster bodies, and a Sedan Top for the Touring bodies, each a marvel of expert and careful construction. Its latest development is the Roadster Coupe, a coupe top mounted on the roadster body of the new 32-Four. This is listed at \$1450. Other models that have proven especially popular are the 42-Six, Five and Seven-Passenger Sedan, at \$2000 and \$2100, respectively. Coupe models come also with the 36-Four and 42-Six chassis.

Coupe Top is easily attached or detached thus giving the continuous and economical service of one car the year 'round.

We would be glad to have you inspect the complete line of standard Kessel models, especially featuring the new 32-Four Five Passenger Touring, four door with divided front seats, at \$1050. Also the line of commercial cars, the Kessel Trucks, from the 1000-lb. capacity at \$950 to the 6-ton at \$4350. All prices F. O. B. Factory.



The Pacific KesselKar Branch

24th and Broadway, Oakland
Phone Lakeside 177
Portland Pasadena San Diego
San Francisco Los Angeles

TO LET—UNFU

COTTAGES

T-79-D-1470 4-rm. flat on Grove, near S. Berkeley; paneled walls, beam ceiling, double doors, tiled floor, fireplace, built-in kitchen, refrigerator, phone Merritt 1346.

8-Room sunny modern lower level flat with hardwood floors, c. wall 12x24 garage, 2512 Grove, Oakland.

4-Room sunny corner flat, modern, large walk, distance from city, Merritt 1392.

5-Room flat, 1719 2nd st., Near San Pablo ave. Tel. 33 20 00 St.

2ETH ST. 676-68 4-room flat and cottage, 119 mo. each, Inaudle corner.

FATS TO LET—FURNISHED

A STRICTLY modern 4-rm. upper flat at So. Berkeley, 1 blk. to cars and bus stop, complete bath, phone, electric, \$10.00 per week, call Mr. Hines 610.

ATTRACTIVE clean, furnished 4 and 5 room flats at 2121 E. 24th st., \$18, no cleaning charge.

BEAUTIFUL sunny upper flat 5 rooms, new porch, fine garden, call Mrs. B. 4510 ne. flat 2.

COZY sunny 4-room apt. flat, newly finished, Telerec. and 2nd fl. Flat 3103-S.

DENISEABLE sunny 3-rm. flat 3111 N. Grove st., Oakland.

ELEGANT condition, lower flat, 3 rooms, 1113 Meridian st., Oak 4400.

FURNISHED 4-room apt. close up, date, 345 Merrilane, Tel. 3-8316.

FLAT of 3 rooms, front or unfurnished, to double lot, Broadway, and flood.

HIGH CLASS 4-room flat with oil heat cut garage, Phone Merritt 7521.

LOWER sunny mod. 4-rm. flat, Oakme ave., hardwood floors, etc. Oak 2833.

LOWER flat 4 rms., gas, bath, elec., 5001 1st Ave., Tel. 33 20 00 St.

MODERN flat 2 rooms, comfortably fur., 1 block to Auditorium, 151 11th st.

MIDN., sunny, 4 rms. and slip, pool, h. water, Rector hotel, cor. K. R. 450 4th av. nr. Telfer.

MOON, sunny, Daily full, 5 rooms, tel. to double lot, Central Plaz 3120 Grove.

PARTY furnished flat, gas, electricity, heat S. P. 1238 15th st., Phina D. 6775.

OAK ST. 119 7 cheap rent, close in, elev. ay 2 and 3 rooms, mod. \$11 apw. 18.

SUNNY, modern corner 3 and 4 rooms, 1st fl., 1000 11th st., Tel. 33 20 00 St.

WELL furnished mod. flat, place of hardwood floors, central, Oak 8550.

6-Room sunny modern upper flat, 1st 43d st., Phone Pied 4759 J.

NICE-NICELY furnished 4 rooms, bath, Corner Miranda and Valencia, Cl 478.

SUNNY lower 5-room, modern, newly finished, fine location, Gard and Acacia, 2224 10th av., Merritt 4346.

4-Room furnished flat with garage, needed, 725 55th st., Key at 784 56th.

6-Room upper flat, sunny, modern, clean, 8307 West st.

FATS FOR SALE

WALKING distance from Broadway, about \$1250 monthly; will sell my eqpt. of 11500 on terms. Tel. owner, O land 1524. Lakeside 4758.

HOUSES TO LET—UNFURNISHED

AA—CHOICE bungalows near 40th and Grove. 2-rm. cottages, 100 ft. wide, garages. Two 5-rm. cottages, modern, \$22.50. Three 5-rm. cottages, \$24.

A term house, both, own \$16.
A 5-rm. sunny upper cot. flat, \$15. Office open Sunday, 10 to 4.

424-A
4000 Grove st. at 40th st. Flod. 5th fl.

AAAA-PINE large 6-room house, conveniences, large grounds; cheap right tenant. 148 Burton, near E.

APRACTICE 2-story brick house, sirloin meat house, Oakland, very nice, best section Linda Vista, Flod. 5.

AA-8 BEAUTIFUL sunny rooms at 5001 st.; furnace; sunny lot; \$40; see 533 2.

A POOL room cottage, unfurnished, 1st fl., 2nd fl., 1000 11th st., Tel. 33 20 00 St.

COTTAGE Four to six rms., bath, lrm. 10, 357 12th st., Oakland.

COTAGE 5 rms., cor. 15th and Main, et., fls; water free, S. P. control.

EXTRA fine mod. warm, confort. sun. A term house, both, own \$16, garage, mlt. S. P. 1042 4th st.

FOR LINT 5-room flat on corner; all day; one block from Key Res. Piedmont station, good school and Teacher's high; no children under 12 years; \$25 with water, Insure 4595 11th-dn.

FOR RENT—Piedmont; modern; bunkroom, slip, porch, fine view; school, 104 Olive ave.; Oak. ave.

FOR RENT—Havenscroft, Oakland room cement bungalow, new and bright, 1000 11th st., Tel. 33 20 00 St., trams; \$25, Jones & McGowan, Ph Berkeley 2408.

FURNISHED and unfurnished, low price, charming home, 1000 11th st., 5th fl., Realty Co., 45th Grove st.

HOMES, sweet homes, Linda Vista 8 rms., bedrms., bath, flrs; garage, 150 Berke-

JACKSON'S

\$15.00—3-room bungalow, 1236 Merritt, walking distance key route trains and town; electric lights, porcelain bathroom, wash tub.

\$25.00—Brand-new 6-room cement bungalow, mislaid type; two well lighted bedrooms, carpeting, bedroom, china closet and buffet, direct lighting system, beautiful fixtures, tapestry brick drop ceilings, marble tile floors, bedrooms, cabinet kitchen, \$27.50.

5-room ranch style bungalow, large living room, big bedrooms, high ground has hardwood floor over brick fireplace, shower in basement, equipped, painted throughout, large sunny yard, plenty of closet room, kitchen, cement wash trays.

\$27.50—Large sunny bungalow with wide view back of the S. P. station has large living room open fireplace, builtin bookshelves, electric fixtures, built-in dining room, massive built-in buffet and china cabinet, white tile, modern oak cabinets kitchen, nice yard.

\$30.00—Brand-new 6 room cement bungalow with excellent sleeping porch, located on high ground, great view and wide porch; has wood floors, built-in bookcase, large sun. front porch, massive built-in buffet, china cabinet, tile floors, indirect lighting trim, white enamelbed, built-in buffet, china cabinet and gal. for \$5 extra per month.

\$35.00—5-room cement bungalow 1 1/2 acre quarter, 1 1/2 miles from city center, 4 bedrooms, 2 bathrooms, built-in bookcases, fireplace and buffet, glass front built-in china cabinet, heavy glass windows, ivory-finished rooms, up-to-date cabinet kitchen, new cement basement of a finished basement, 2nd floor, 1st fl., radiant heating, has hard floors, large open fireplace, built-in buffet, china cabinet, tile floors and buffet, china cabinet, ivory-finished bedrooms, electric fixtures, cabinet kitchen, concrete driveway, grass, garage.

No phone calls.

JACKSON FURNITURE COMPANY Clay, bet. 13th and 14th. Oakland.

LIVIN' AVE. 1100 near 34th ave.—\$15.00. Large 6 room, 11th fl., 11th st.

MAKE YOUR NEXT MOVE! Party wished cement base, four 2 and 3-apartments, 14 rooms; fine building, fully 3 block 18th st. car line, all modern, 11th fl., 11th st. Tel. 33 20 00 St. 2655 Chestnut st., cor. 16th fl.

MODERN 10 rooms, 2 sleeping por., garage; excellent location; reasonable amount.

MODERN 5-room bungalow, Portland, Va. 4000 sq. ft., 11th fl., 11th st.

MODERN cottage, 2 1/2 baths, electric, \$12 50 mo. Alameda, Tel. 33 20 00 St.

MOD., 10 rms., 2 1/2 baths, beautiful green garage, 5114 Telegraph ave.

SUNNY 4-room cottage on car line; yard; \$15, 2651 5th ave.

(Continued on Next Page.)

OAKLAND TRIBUNE

SUNDAY MAGAZINE SECTION
JANUARY 16, 1916

THE CHIEF WANTS YOU

By HARRY L. SULLY

THE chief wants to see you!" The words brought a shock of awakening, as from a dream. A hand gripped my arm, and I felt something smooth and cold slip round my wrist. The instinct of flight and that of resistance struggled within me. As I hesitated, the other hand was caught in the steel grip.

A feeling almost of relief stole over me as I turned and faced the lean young policeman who had taken me in charge. I had been fearing and expecting this. I had wanted to escape, and had wondered why I could not bring my mind to grips with the problem before me. At times during my hours of wandering through the streets, I had thought of going to the police and surrendering myself. But a strange numbness had taken possession of my brain, a stupor I strove in vain to dispel by various expedients. I had even taken to counting my steps as I walked, and the numbers had ranged into the thousands before I realized the futility of this course and turned my mind to other problems no less futile.

"What am I wanted for?" I asked, my voice sounding in my ears like that of some stranger. "I'll have to take you to Central," said the lean policeman. "They want to talk to you. You are Mr. Blake?"

I nodded, and we walked to a nearby police box, where he telephoned, and where we waited for the patrol wagon.

I tried to ask myself the question what I was wanted for, and realized that this led to that other question I had been fighting away through the hours. What had I done?

I could not—I dared not—face that question. Somewhere the answer was written. But if once I answered, I knew something would break within my brain.

The thing could not be faced. I must keep it locked and hidden from my thoughts.

"If I let myself know, I shall go mad," I whispered to myself. "I must fix my mind on what

who had evidently come with the patrol wagon. I had been placed between the two on the long seat inside the wagon while I had been dreaming, and we were passing through the streets. Again I tried to fix my mind on outside affairs. I could see through the door at the rear of the auto the roadway, the sidewalks, and people passing. It was strange I had not noticed them. It was well on in the morning, and I realized that I had been walking, I knew not where, all through the night.

I had been passing men and women, and had not seen them. Down deep somewhere in my mind was a secret, a horrible secret, one I could not tell myself. Did these people who were passing in the street perhaps have secrets like mine? I would go and tell them mine, and ask them—what was I going to tell them? There it was again—the thing I must not remember. I must keep my mind on what was outside.

We drove into an alleyway, the one I had often passed. It runs between Canwell's and the city hall. It connects with the police garage, and the two men took me out and in, between some machines, to the entrance to the elevator. One pressed the button, and soon a door opened, and we entered a steel cage.

It is the beginning of all my nightmares, that horrible ascending cage. A four square shaft, with blank walls from top to bottom. In it a slow moving cage, with an inner tiny cage in one corner in which stands a policeman operating the lever which controls the elevator. We move upward and upward.

"How high is the jail?" I stammer to the man in the little inner cage.

"Men's quarters in twelfth floor," he answers.

We continue to ascend. Still no doors leading from this endless vertical tunnel. I have an insane desire to attack the man who runs the elevator. Here I am being taken up and up above the city through this sightless shaft. I am helpless. And this is the only channel which connects the prison with the world—this torturingly slow-moving steel cage, with the man in an inner cage in its corner. There must be an end somewhere. I want to strike

in the corner and have wished to strike him down. The little cage within a cage is necessary.

That blank shaft, with its steel cage is the beginning of my dreams. Up and up I am carried. I beat upon the walls. The policeman in the corner becomes a fiend with eyes of fire. Sometimes he, too, is of steel—a horrible automaton controlling this hell chamber. With eternity before us, we ascend. I plead with the steel monster. I demand to know whether it will ever stop. Sometimes I hear strange noises below. Often I pray that the cable above will break, and that we will crash down again through that dim lighted, silent shaft. But ever the car moves upward.

IN PRISON.

The cage comes to a halt, bringing me back to my real surroundings. The policeman in the corner pulled a lever, and the steel grating which forms one wall slid angrily and grindingly from in front of a door. This was opened, and we left the elevator for a gray corridor, iron barred.

A round faced man, with merry blue eyes, coalless, and wearing star No. 13 on his vest, admitted us through a steel barred door to another corridor. On a manila paper tag, he took my name, age, birthplace, height and weight, with some other details concerning which he asked the officer who arrested me. Then I was led to a cell.

Time passed, I know not how long. This is a little city of the woe. I had been led past a big enclosure, where, three tiers high, I saw steel barred cells, with men, caged like beasts, within them. We are a city above a city, forgotten by those who surround us down below. How many times have I gazed up at the City Hall tower and admired its stately lines. How many times have I glanced cas-

ually at the clock face! Never did I give a thought to these housed just beneath this clock.

My thoughts were broken by two men in plain clothes, who came to talk with me. One was stout and gray-haired. He had a pleasant voice and a pleasant manner. The other was a spare Irishman. They were in citizens' clothes, and I learned they were detectives.

At first they asked me a few casual questions, and then suddenly the man with the gray hair demanded roughly:

"Why did you kill your sister, Esther Blake?"

Things seemed to grow dim, and then I felt that I was going up and up in that torturing shaft again, but the face of the man with the gray hair had lost its smile. His voice was harsh. He said the words again. It was the question I dared not ask myself.

"Don't say that," I heard my voice sounding and echoing as though I were shouting through a megaphone. "It's a lie. Don't say that. It's a lie. It's a lie!"

I hated the man with the gray hair. His manner is not pleasant. He concealed a cruel heart. He asked me questions, and I screamed at him, and finally drove him from my cell.

"It's no good, Tom," he said to the other. "We'll have to wait till he's cooled down."

I walked up and down the few feet that were mine in the world. Presently the jailer came and placed me in another cell, this one with two narrow couches in it. I wondered why the change was made until they brought a little dark man, and put him in with me. I thought he was going to watch me, and spy upon me. I kept watching him.

"Don't get excited," he said. "I won't bite."

"You won't get anything out of me," I told him.

"You're off, old boy," he answered. "They put me in here because they was scared you'd try to kick off. I think you're nuts, myself."

He reassured me by telling about himself. He was a confidence man, arrested because he had a bad record and was loitering around Sixteenth-street station.

"The judge handed me six months, the dirty son-of-a-bitch," he complained bitterly. "What you in for?"

"I don't know. I don't know!" I shouted. The thing was trying to come out of hiding. "Don't ask me!" I pleaded with him, clenching at his arm. "Easy, now, easy," he said. "Let it go at that. They said I was to keep you quiet."

AGAIN THE ELEVATOR.

He entertained me, bragging about the fools he had deceived. They brought us food, and after we had eaten, we lay down in the narrow beds. I was exhausted, and tried to sleep. I tried to keep from thinking by counting, recitation—and inspiration, one-two, three-four. Suddenly I felt that I was being carried upward. I was in that steel cage elevator. We were going up and up. Would it never stop? I looked at the man in the little coffin box in the corner, arranging at him to stop the thing. Something fell upon me, and I awoke to find my cellmate holding me down.

"Then I tried to keep awake. But again and again I dozed off, only to dream that dreary nightmare again."

They brought us steaming hot black coffee in the morning. We were also allowed to wash, and clean out the cell, trustees working out in the corridor. Earlier I had heard noises of men being awakened, and my cellmate told me it was the chain-gang being routed out to go to work.

About nine o'clock, the jailer with about a dozen men came to my cell. With them were the two detectives who had questioned me. All gazed into the cell at me, looking me over like some strange animal. They conversed in low tones among themselves. I wanted to hide, but there was no place.

A tall, square-shouldered man, with his hat on the back of his head, showing a big sloping forehead which inconspicuously merged with his angular skull, looked piercingly at me, poking an aquiline beak close to the bars.

"Treating you all right?" he inquired in a voice that was at once pleasing and commanding. I nodded. "I'll see you again soon," he added and led the detectives away.

Later, I was taken to another little elevator, and carried several stories higher in the tower, to well lighted rooms, where softer men who might have been clerks, rather than policemen, worked over big filing cabinets. Here I was measured sitting and standing, with arms stretched out, with elbow doubled, as though for some strange sort of armor. They took my fingerprints, and then subjected me to a worse humiliation; that of having my photograph taken with a number hung around my neck. It was in vain I protested.

SEEMING RELEASE.

The ordeal of being taken down in the prison elevator was a little less trying, as it seemed that I was being released from that prison above the city. I was led through a narrow passage way, past another elevator shaft, and many doors, into a big, roomy office, the windows of which overlooked Washington street and the triangle of green with the oak in the center. Even this was grateful to my eyes.

The tall angular man, whose voice and eyes had moved me when he came with the detectives to my cell, sat at a desk on which were two big vases filled with beautiful roses. On a table nearby were several large potted ferns. I had time to fix these

(Continued on Page 12)

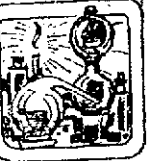


is going on outside, and not let the thoughts within him, to fear the control lever from his hand. I had wondered why that inner cage was there when

"He was walking along talking to himself when I entered, but now I know. Thousands of prisoners I nabbed him," I heard the voice of the lean police- like me have been sucked up through this sluggish man say. He was speaking to another policeman, sitting. Thousands have looked upon that demon



The TRIBUNE'S PAGE of SCIENCE



BIG GUNS ON RAILROAD TRAINS TO PROTECT COAST, INVENTOR'S PEAN

MOBILE BATTERY AND BIG SEARCHLIGHTS ARE URGED

Artillery on railroad trains and searchlight batteries for tracking aeroplanes in the air are the two latest improvements in scientific death dealing. Railroad trains, hauling big guns to concrete bases, where firing can be done over natural fortresses of hills, is the striking invention being urged for coast defenses, this being the newest product of American ingenuity. The new defense system, known as the Luedlin-Dawson system, is designed for an extremely effective and flexible arrangement in coast defense, and a trench on the system, drawn up by its inventors, is to be placed before Congress this year.

The invention, described by the authors, is as follows:

"The invention consists of heavy guns permanently mounted on specially constructed railway carriages or cars, which are adapted to be quickly locked on solid concrete foundations for instant use, to secure accuracy and rapidity of fire control.

"Our mobile armament cars are designed to utilize the present coast and inland railways as a partial means of our defense system in order to give flexibility and strategic value to the high-power guns such as are now mounted on fixed foundations.

"In carrying our invention into practice we propose to install at fixed and predetermined points along existing railroads or at desirable strategic points where railroad facilities may be installed suitable foundations, preferably concrete of sufficient size and stability, from which the highest powered guns may be fired, and upon a suitable mobile car to permanently mount high-powered guns that may be swiftly transported to point of attack, located on the foundations and brought into action.

"These concrete foundations may be located on main lines, spurs or sidetracks, either singly or in groups, as desired, behind hills, in railway cuts and other secluded spots along the region it is desired to protect at a very nominal cost as compared with the cost of placing fortifications at such points.

"The ready-to-use mobile armament cars would in considerable numbers be kept at stations dispersed along our coasts, from which they could be quickly mobilized at any point of attack.

"The strategic value of our mobile armament would greatly enhance the difficulties of an enemy, who could be surprised. This from a military point of view has long been recognized and often proves a serious calamity for the enemy.

CAR COULD QUICKLY ESCAPE.

"Should the enemy locate and obtain the range of our mobile cars, the cars could be quickly unlocked and moved to other locations."

Plans of the entire system as it would be installed along the east coast from Newburyport, the northernmost coastal point in Massachusetts, to Cape May, at the lower end of the Jersey coast, have been prepared in detail, as have been drawn the plans and specifications for the necessary equipment. This has been done with the aid and co-operation of ordinance and coast defense experts, and it is considered that the system can be made operative in that section of the country at a cost of \$10,000,000, and that the entire coast line of Continental United States can be similarly protected at a conventional outlay of not more than \$50,000,000.

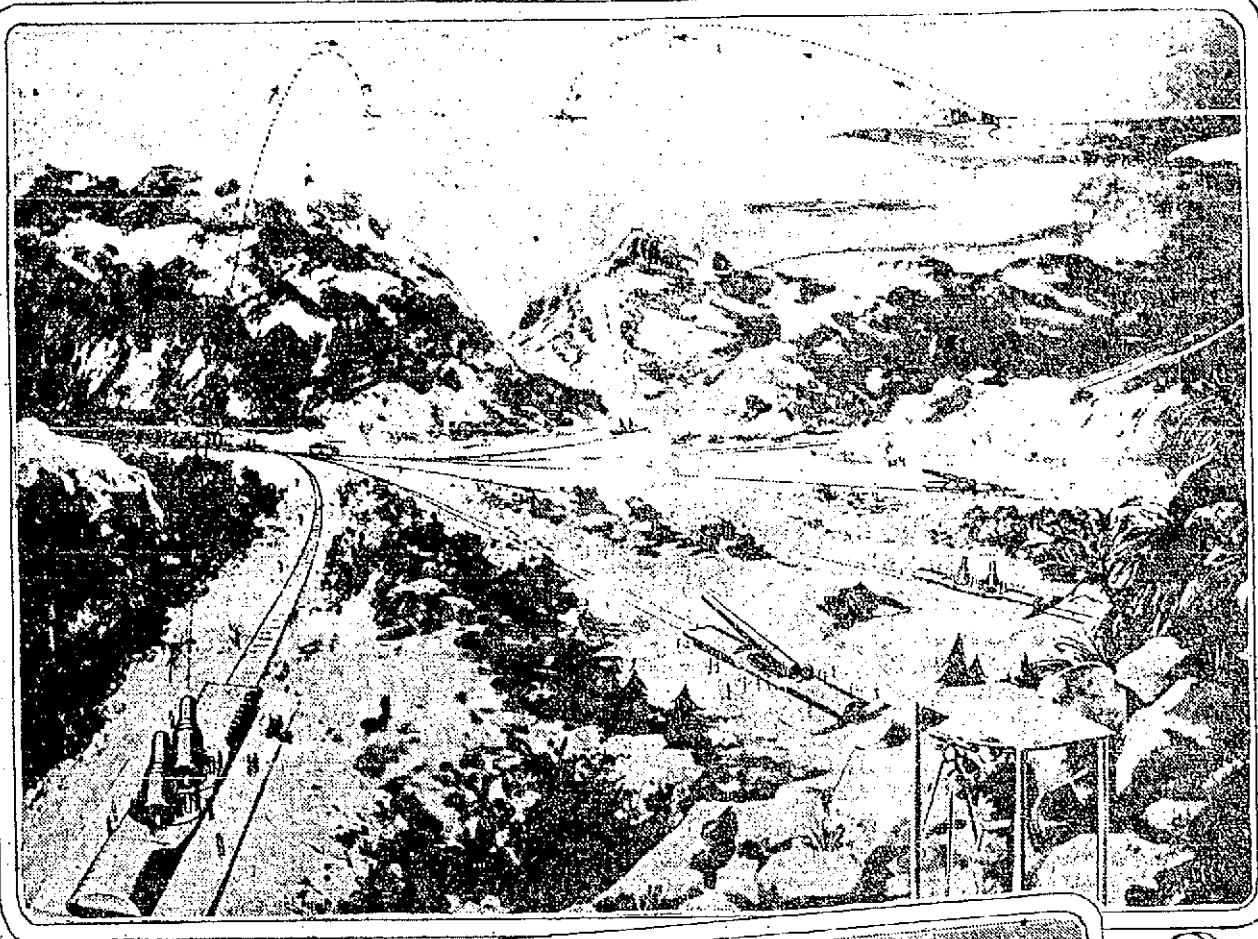
The system established from Newburyport to Cape May would also cover the Delaware Bay region and would require 140 stations or bases. Meanwhile a bill is being drawn by Major Wilfred J. Hawkins, recently of the United States Ordnance Corps, which will incorporate plans for the protection of the entire coast line of Continental United States.

The following is the remainder of the treatise:

"We have large cities, long coast lines and borders, also extensive areas that must be protected. It would be impracticable to fortify most of them by expensive fixed fortifications even if such fortifications were considered efficient.

"The conditions of our coast, bridges and general topography of the country make it impracticable to rapidly move heavy artillery thereon, and we must look to the railroads as a means of transportation of such heavy guns and provide suitable bases from which to fire them rapidly and accurately.

"We therefore must protect the railroads, called arteries of commerce, and which form a network over our



country leading to every city and supply center in the United States. The difficulties which are involved in the attack of an abnormally mobile enemy have long been recognized—to be surprised, is, from a military viewpoint, a serious calamity.

"All the above considerations, to my mind, constitute arguments in favor of highly mobile artillery of the greatest practicable power.

CONCLUSIONS.

"This mobile armament is primarily a means of defense for a country and not offense.

"Its adoption will give greater assurance of peace within the country than the use of any other known means of armament of today.

"It should be our principal means of defense for those portions of coast line beyond the range of our fixed fortifications, because of its accuracy and rapidity of all-around fire control, its flexibility and consequent strategic value, as well as on the score of its unprecedented power.

"The enemy would not know the position of the batteries, the number or size of the guns that he would have to combat.

"Should our mobile armament be greatly outnumbered by an attacking fleet, it could retire out of range of the fleet and yet frustrate any attempt at landing.

"Concrete foundations should be located singly or in groups on railroads along our coasts and borders wherever needed, also in areas covering our munition supplies and large cities.

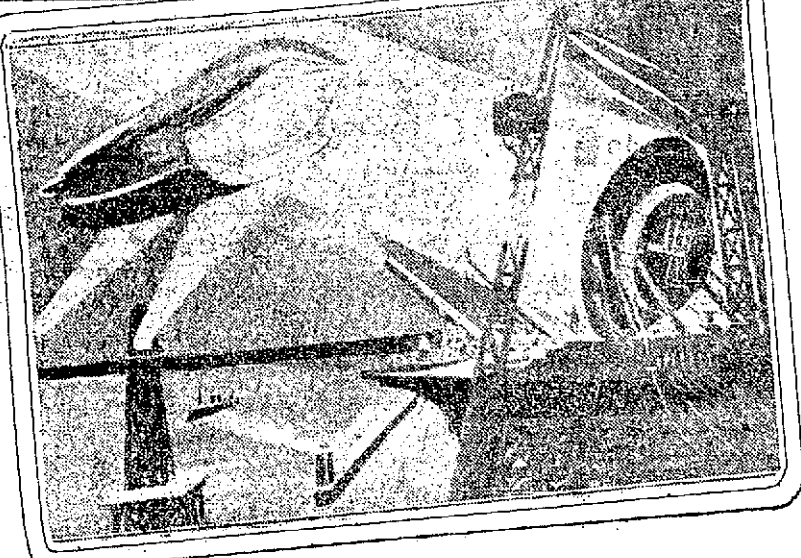
"Present railroad facilities along the coasts of Massachusetts, Rhode Island, Connecticut, New York (including Long Island) and New Jersey are so located that ample gun foundations could be placed on spurs or sidetracks so that any boat attempting to land must come within range of any desired number of guns. Without grouping the concrete bases and placing 140 of them on the above coast line, no landing party could reach the shores without coming within the nine-mile range, known as the deadly fire range, of six of our mortars.

"These concrete bases would cost approximately \$200,000 to \$400,000; total cost of 140 bases approximately \$50,000.

"The mortar armament cars should be located at stations along the coast where upon an hour's notice several of them could be moved into position for action.

"It is estimated that to cover this shore line would require in the neighborhood of fifty mortars and ten mobile armament cars. This would mean that there would be 110 guns on mobile car equipment, with total outlay, estimating the car and guns to cost \$150,000, about \$9,000,000.

"It would require approximately twenty to twenty-five men per car; thus, for the cost of one modern battleship, we could equip these shores with new mobile armament containing 110 guns, which could be more accurately fired and strategically effective, with little risk of losing a single battery.



INVENTORS' DRAWING OF THE WONDERFUL NEW MOBILE COAST DEFENSE SYSTEM, TO BE OPERATED BY THE UNITED STATES GOVERNMENT, AND AN INVENTOR'S IDEA OF A SEARCHLIGHT BATTERY FOR LOCATING AERIAL WARSHIPS AT NIGHT.

Photographs Teach Labor

An extensive system of photographs charting the motions made by persons performing various forms of manual labor has proven of material aid in enabling some of the 2,000,000 or more men permanently crippled in the European war to adapt themselves to new and self-supporting kinds of work. The men being aided are of all nationalities.

Frank B. Gilbreth, who compiled the motions chart, said that the first

step in teaching a cripple a new form of employment is to inspire the cripple with a feeling that he can become and remain a self-supporting worker. For this reason he has appealed for more photographs and data concerning cripples in this country who have been successful in undertaking new forms of work. A fatigue study has been made in connection with the motion charts, with the object of eliminating all unnecessary exertions.

Prehistoric Relics Found

Relics of an ancient and hitherto unknown race of Indians have been unearthed near Moorestown, N. J., by an expedition headed by George L. Harrison Jr., a director of the University museum, and well known as a big game hunter and ethnologist.

The discoveries were made by accident in a mound on the bank of a tributary of the Rancocas river, and the relics indicate an Indian race far antedating the Lenape or Delaware Indians, who roamed over this vicinity at the time of the advent of the first white men.

The first indication of the find was when some workmen dug into the mound for building sand. Unexpected discoveries followed. Mr. Harrison's exploration of the mound. The usual arrowheads and stone hammers, such as are found all over this section, and which were used by the Lenapes, were unearthed near the surface. Two or three feet beneath the surface the expedition came upon some blades and arrowheads of traprock, roughly hewn, and also some other specimens of finer workmanship, but different

from those found near the surface. Four feet down were found remains of a new culture, and these relics are very different from anything ever discovered before in New Jersey and nearby territory. A large fireplace was uncovered, and near it many blades, hammers, arrowheads and various stone utensils of very different type from any previously found pieces. "I filled up the shallow water in this section. The belief is that the spot was a ceremonial meeting place of a race of Indians.

Automobile Gas Is Deadly

Eugene Humphrey of Chicago is dead of what physicians term "petroleum poisoning," or automobile gas poisoning. According to physicians it is the first fatal case in Chicago from that cause. Widespread investigation by physicians has followed.

An idea of the violence with which "petroleum" attacks its victims was given by Dr. John D. Ellis, head of the department of occupational diseases of Rush Medical College.

Digging in Cassion to Seek Literary Fact

Workers, excavating in the River Wye, through wooden cassions, have so far failed to find the mysterious boxes which are sought by Dr. Orville Owen of Detroit, and which may contain proofs as to Bacon's authorship of Shakespeare's plays, but Owen started the excavation in the hope that he would prove that Bacon wrote not only the Shakespearean plays, but also the works of Greene, Marlowe, Spenser, Peele and Sir Philip Sidney, and was the son of Queen Elizabeth. Proofs of these statements were hidden in the River Wye at Chestow by Bacon himself, according to Dr. Owen, who believes these proofs will be found to include the original manuscripts of the plays in question.

Dr. Owen bases his beliefs on a cipher which he is said to have discovered in an edition of Sir Philip Sidney's "Arcadia." The cipher is said to contain such sentences as: "... boxes like cells in the mud, boxes swathed in camlet and covered with tar"; "make a triangle of 123 feet due north and thirty-three feet from any previously found pieces"; "I filled up the shallow water in this section. The belief is that the spot was a ceremonial meeting place of a race of Indians.

Automobile Gas Is Deadly

"The thing is new to science in some of its aspects," said Mr. Ellis. "Persons who are subject to vertigo may be attacked when in a small, close garage. The danger lies in the failure of certain elements of the gasoline to oxidize. In any event, there is a quick suffocation of a violent gas that renders the victim faint. Thus, if the exhaust of an automobile is turned, the result is almost instant death."

GRAVITATION IS SOLUTION OF THE PEACE PROBLEM?

The greatest triumph that man could achieve over nature would be the mastering, and particularly the neutralizing, of the universal force called gravitation—the force that gives weight. This force is at the basis of all our mechanics as well as of the mechanism of the entire universe. No machine would work if there were no gravitation. The earth could not exist without gravitation. The solar system could not have been created, and could not continue to exist, without gravitation. All the starry systems would go to such without it.

Gravitation, says Prof. Garrett Serviss, in the Washington Post, adapts itself to the greatness or littleness of what it deals with. When it acts upon a feather its force is too slight to be felt by the muscles of a child's finger, but acting between the sun and the earth it exerts a pull equal to the strength of a bar of steel ten miles thick.

The nature of gravitation has always been a mystery. Newton, who discovered the law by which it acts, was unable to imagine what it was in itself. Yet it is possible that the discovery that baffled Newton is about to fall into our hands.

Dr. T. J. J. See, the astronomer, has recently set forth reasons for believing that gravitation is only another of the many protean forms in which electricity manifests itself. To preponderance of that element in the put his idea in a nutshell it may be said that the force of gravitation is due to electric currents circulating around the atoms of matter, and the amount of gravitative force exerted by a body depends upon the number of such currents, or electric vortices, that it contains.

This theory brings the ultimate conquest of gravitation by human ingenuity within the realm of reasonable speculation, because we have already learned how to deal with electricity in many of its other manifestations, and we might conceivably be equally successful when we meet it under the guise of gravitation.

And, if what was reported from Italy a few days ago is true, the critical discovery of a way to neutralize gravity may now actually have been made, for an engineer named Louis Blota has a spindle-shaped machine, capable of carrying 80 pounds weight, which rises against gravity to a height of several thousand feet, and can either be held motionless or propelled at a speed of 100 miles an hour in any direction simply by means of reactions caused by electric magnetic forces. It does not appear that Blota's machine is yet so far freed from the control of the earth's attraction that it can fly out indefinitely into space, or be held fast at a chosen point, allowing the earth to rotate beneath it, so that in twenty-four hours it would effectively make the circuit of the globe; but this and things even more miraculous in appearance would be possible if such an invention could be perfected.

MANY APPLICATIONS.

Among the infinite applications of a gravity-neutralizing machine, every one of which would be a wonderful miracle from the viewpoint of existing science, we may mention first what could be done with it in war.

Guns, projectiles, bombs, explosives, war gases, trenches, fortifications, warships, Zeppelins, aeroplanes—all these things would be rendered powerless and worse than useless. There are two ways in which this might be accomplished. First, take the simplest and easiest, in which the machine would possess only the power to neutralize its own weight and the weight of whatever it might carry. Such a machine would be incomparably superior in maneuvering ability to any existing aircraft, because there would be no limit to the height it could attain, no serious interference from air currents, no danger of upsetting and no trouble in steering, while it could start instantly, could mount and descend with marvelous speed and by simply stabilizing itself in space could let the land-scape slide away beneath it with the speed of the earth's rotation, which in middle latitudes is from 700 to 850 miles an hour.

ITS DANGERS.

Of course, with such speeds a special form would have to be given to the machine, approximating that of a slender projectile, in order to withstand the rush through the air. By swiftly reversing its course it could sweep to and from over an enemy's army or stronghold, dropping bombs and destructive gases like rain, while itself safe from gunfire through its speed if not otherwise. A hundred or a thousand such machines would destroy and scatter an army of 1,000,000 men and render a wide space of country uninhabitable.

No ship and no fleet would be safe against the "bullet" of a gravity-neutralizing machine. A series of such machines set to sailing over the sea would be a belated stronghold for could be fought with their most powerful artillery.

BLOOD-LETTING REVIVED; TO BE USED BY DOCTORS

When our ancestors of 100 years or more ago got ill enough to send for a doctor they expected him to come with a lancet. He went through the time-honored preliminaries of feeling the pulse, looking at the tongue and taking his stethoscope out of his hat; but for the real curative measures he left behind him were only a second-order part of the treatment.

After a while blood "letting" went out of fashion. One hasn't heard of it for fifty years—but now the practice is threatening a revival. An English surgeon, in the London Lancet—significant title!—advocates the free use of the scalpel as a remedy for melancholia. He tells of how he saved a melancholy patient from suicide by relieving him of 20 ounces of blood. The man got well, cheerful, and went to the front to offer what blood he had left to the service of his country. The doctor will save thousands of patients from madness and self-destruction. It relieves the pressure on the brain, and thus does the business.

Maybe so. But the treatment certainly goes back to the primitive principles of Galen and Hippocrates. "Melancholia" is a very ancient name in medicine and means "black bile," and was supposed to result from a preponderance of that element in the system. Medicine recognized four "humors" in the blood—melancholy, phlegmatic, choleric and sanguine. These humors were morbid fluids, and an excess of any one of them determined a man's ailment and his temperament. Blood letting was supposed to relieve them.

And here comes a surgeon going back to first principles, and bleeding for the melancholic humor. Does the science of medicine, like many another, move forward in circles?

Waste Energy? Yes! Everyone Does It

With reference to the immense loss in wealth occasioned by the war, Theodore H. Price in World's Work says:

"There is hardly a man who works up to the limit of his capacity. There are millions who try to do as little work as possible. The waste even in the most scientifically conducted industries is enormous, and there is an immense amount of energy generally that is not utilized at all.

"It has been jokingly said that the collective energy of the baby's cry would run the railroads of New York state if it could be conserved, and when we consider that only 15 per cent of the energy of coal is utilized, that the unharnessed water power of the United States represents millions of horse power going to waste, and that probably less than 5 per cent of the available human energy in the world is productively employed, we must admit that a very slight increase in industry or efficiency will recover an enormous loss of wealth."

Nickel Precious Metal as Result of Shell Demand

Nickel has become one of the precious metals in Europe. The Germans have been gathering all the nickel coins available in Belgium and in Germany for use in the manufacture of war materials. As a result the federal council of the German empire has passed a bill to coin 5 pfennig pieces of zinc instead of nickel as heretofore.

In Belgium the German government-general has ordered all the 10 to 25 centime coins cast in zinc instead of nickel as heretofore. The zinc coins are not made necessarily legal tender for amounts above 5 francs. The new coin is cast with an image of a lion surrounded by a laurel wreath on the obverse, with the word Belgium in French and Flemish on the reverse.

own kind, and two fleets of such machines in conflict would dash through and about one another with the blinding swiftness of lightning dragon flies. But it would cause a terrible cyclone, because the air would rush in from all sides, a mighty swirl would be set up, and in an instant there would be formed a tornado on the land or a waterspout on the sea which nothing could resist. An ordinary tornado, which rages through wrecks homes, tears up trees by the roots, carries off houses, barns, cattle and people and sucks ponds and lakes dry, would be a slight disturbance compared with an artificial tornado created by the suction of a gravity-neutralizing machine. A series of such tornadoes set to sailing over the land or a belated stronghold would be more destructive than the most powerful artillery.

Laugh before Breakfast: The Smile's a Beauty Bud

Cultivate the Morning Face. It Is Like Cultivating a Garden of Roses

Writes
Lillian Russell



HE IS a nice man, but never speak to him in the morning." That was a sister's recommendation for her beloved brother.

Can you understand why any man, woman or child should be allowed to cultivate a habit so objectionable to others and so detrimental to his whole career? Who is to blame? Why, the parents.

The fond mother who pampers her children and allows them to exhibit their bad tempers at the breakfast table is guilty of permitting much unhappiness in this world which she has had in her power to prevent.

Breakfast table faces should be carefully cultivated. No child should be allowed to carry a scowl outside of his or her own room. Every one should be compelled to take a good look at his or her own face in a mirror before leaving the room, and make sure that those whom they meet at breakfast are not going to be upset or annoyed by their expression at least.

As I write principally for women, I would appeal to them to watch carefully the faces and manners of their children at the start of the day. If a child starts right the whole day will be right. The start is of the greatest importance. Impress them with the fact that each day is a new day. The day past is no more, and everything that they do today counts for the future. Teach them to build one kind action upon another until a whole temple of happiness is completed.

That cannot be accomplished, however, unless they understand that no cross, word or look has the building quality required. Children must be taught that every disagreeable thought or action takes one block from their perfect building, thus weakening its foundation and causing the building to topple over and fall.

The breakfast face is the most important face to cultivate. The other faces take care of themselves, for if the face is pleasant and easy to look upon in the morning it will improve as the day goes on. But if the breakfast face is hard, scowling and forbidding it becomes set in its disagreeable form and it takes hours for it to smooth out into a smile, and that smile is of the sickly, half-hearted nature that only expands the heart slightly.

If only people would learn to laugh before breakfast. The psychology of the laugh is good nature all day.

Too many persons are prone to begin the day with the memory of something disagreeable from the day before.

Every one has the power to control thoughts if they only have the desire to do so. Every unpleasant thought can be cast aside until after breakfast, laid on the shelf, so to speak, and taken up again when the stomach is full and the smiles have suffused the heart and countenance.

What a difference in the outlook upon the world before and after a good meal. There is no one who does not understand it, but there are many who do not appreciate the condition.

You can make your whole day harmonious and pleasant by beginning right. Force that morning smile. If you have a sense of humor you will laugh at the very idea of pulling a pleasant face out of a looking-glass. It will seem childish, but all of us are children to be taught all through life, and the older we grow the more like children we become and the more like children we wish to become.

No one really wants to be an object of contempt. There are some few exceptional persons who have an idea, not a matured thought, simply an idea, that they command respect only by being obtuse and disagreeable in the morning. Those are the weakest persons in the world and the easiest to handle by flattery. A clever person has only to work upon their vanity by telling them how



DOROTHY DULIN

IF ONLY people would learn to laugh at breakfast. The psychology of the laugh is good nature all day.

smart and handsome they are in order to draw a pleasant look from them. And in such cases forgiveness is the reward for cleverness. Any woman is justified in such deceit if it brings about an early morning smile from any member of her family.

Cultivate the morning face. It is like cultivating a garden of roses. The little buds must come first, then the blossoms and the complete whole is blooming and effulgent.

[Copyright 1916, by Lillian Russell.]

Lillian Russell's Beauty Answers

MRS. J. L.—For pimples or eruptions use this lanolin cream: Lanolin, two and one-half ounces; almond oil, two and one-half ounces; sulphur (precipitate), two and one-half ounces; oxide of zinc, one and one-fourth ounces; violet extract, two drams.

MARGARET—Soap jelly is a good shampoo. Into a pint of boiling water shave a small cake of the best white castile soap and let stand until it is thick, then add a teaspoonful of glycerin and a few drops of your favorite perfume; the glycerin will soften and heal the scalp. Wet the hair enough so that

the jelly will adhere and rub until there is a thick lather on the head. Use an abundance of warm water to rinse the head and continue with water gradually cooled until quite cold.

MABEL—Your circulation may be bad. Get as much exercise as you can and take long, brisk walks every day. Drink quantities of water and at least three pints between each meal every day. For the red condition of the skin add fifteen grains of tannic acid to five ounces of camphor water and use several times during the day. Send me a stamped and addressed envelope if you wish to have the other formulas mailed to you.

CATHARINE—Sulphate of zinc, twenty grains; elder flower ointment, one ounce. Mix into a pomade and apply at night, washing off in the morning with pure castile soap and warm water.



Shirtwaists and Outing Suits

NEW CREATIONS IN LACE AND SERGE FOR THE GREAT OUTDOORS

(By CLARICE.)

NEVER have there been so many changes in midwinter styles, without what might be termed radical changes, as in the present season. Every day a new fable crops up, and every day different models are coming into the Oakland shops. They're all different—have a decidedly new air about them—and still, when analyzed, they present nothing that is radically new in smart garments. The skirt is about the same width—just right for comfort—but materials vary more and more.

A new and refreshingly neat suit in orange velour, the garment being designed for outdoor wear, was one of those to make its appearance this week in an Oakland shop, and many interested queries have greeted its arrival. It is trimmed, collar and cuff, in black fur, and is one of the neatest of the winter's outdoor models. Another original model in a sport suit consists of a white velvet skirt and a coat blouse of brick-red velvet. The combination is startling and fetching. The white velvet again appears in this model in cuffs and collar, and white buttons and a velvet hat complete the picture. White gloves, of course, and black boots.

A smart little shirtwaist or blouse came in this week in China silk, with collar so formed to be buttoned into a high stock if desired. A Bangkok straw hat was sent along to go with the model. Several dainty bits in French embroidery also arrived with the latest fashion consignments with collars and cuffs in plain batiste and a roll collar in some models.

The fur, on the whole, seems to be "going out" as trimming, for the new models show velvet in many cases. This is another remarkable feature of the present season in the modes.

Perhaps the most dominantly extreme note of the mid-season is the use of hoopskirts and of capes. The silhouette of the period 1830 to 1860 is being incorporated into the most modish garments of all the important French houses. The old crinoline skirts of our grandmothers' day are here without the crinoline. For instead of being artificially stiffened, the majority of the skirts are made enormously full and corded either with heavy cotton cord or with light featherbone cord.

In some of the newest midwinter suits there is a decided leaning toward checks in the composite colors as well as in the always popular black and white shepherd design. These checks are widely varying in size, some of them being the huge block design and others mere pin varieties. The woman, however, is wise who chooses neither extreme.

Some of these suits are already being trimmed with handsome braids of mohair or of silk in all kinds of novelty weaves. Nothing is prettier, after all, than braids for the strictly tailored suit, the same kind of braid indeed that men's tailors used in bygone days when men dressed less severely than they do now.

CHEVOT MODELS ALSO ATTRACT.

Chevots are also playing an important part in the mid-season offerings. They are so tremendously well liked for sports costumes, and right now the sports costume figures perhaps more prominently than any other in the fashionable wardrobe. Serge is still as popular as ever, positively refusing to be outdone by any of the newer fabrics, and the winter exploitation of satin is being carried to greater lengths than ever. Already charming little suits of satin in the dark shades of brown, blue and black are being offered to the public and these suits are almost without exception braid trimmed.

It is interesting to note a fad that seems at first glance to be a fashion retrogression rather than an advancement. This is a kimono sleeve of three-quarter length which has already appeared on an exclusive French model. It is a fact, however, that the kimono has never been entirely out, merely being temporarily displaced, and that probably the reason for its return is not only useful to use when putting on one's hat, or combing one's hair, but very often it is the



ORIGINAL OUTING SUIT

responsible for the new shoulder, neck and sleeve lines.

Speaking of sleeves, too, this is a subject on which much will be written with the arrival of spring. For the last weeks and even months much fullness has been infused into the sleeves; not so much at the top or at the bottom, but rather in the center, where cloth could be incorporated to suit the fancy of designer and wearer. And now the newest sleeve on the newest coat is a combination of razzan and kimono, with an effect which is caught up in order to give the look of a greater fullness under the arm.

For some months the petticoat has been right in the fashion whirl; in great demand, too, for a wide number of occasions. Now it is needed in still another capacity, and that is for skating purposes. Indeed, already there is the skating petticoat, as differentiated from other petticoats. It must be of bright-colored silk, it must be full, and, too, it had best be featherboned—a little. Pussy willow taffeta is one of the favorite materials for these skating petticoats, and it comes in all the brightest, merriest colors. There are petticoats of watermelon pink, of cerise, of flame-colored yellow, and of dashing greens, and at every graceful movement of these delightful petticoats how for favor from beneath the still greater fullness of the outside skirt.

Evening gowns show skirts from five to ten yards in width, and all are draped over foundation skirts made with the knee flounces.

THE MODERN VIEWPOINT AND THE MIRROR.

The modern woman, when she plans her house, has the modern viewpoint. Therefore, when she buys her mirror she takes with her the idea that it is not only useful to use when putting on one's hat, or combing one's hair, but very often it is the



ANOTHER OUTDOOR MODEL



TRENCH EMBROIDERY

NEW SPORT BLOUSE

salvation of the tiny or gloomy room. Placed in some dark corner, or where it may reflect a sunny doorway, or bring into prominence a lovely piece of furniture, it is fulfilling its real purpose. And not only will it reflect the room's atmosphere and serve to cheer it, but it will also reflect the moods of the human occupants, and, by constant reflection, smooth away pouts and worried looks.

Because the Chinese appreciate the mirror's possibilities, perhaps more than any other nation, much inspiration is drawn from them. Set in a quaint gilt mirror as side panels are precious bits of Chinese embroidery in old alluring blues, and, of greater dignity, is the chony frame, the narrow top section of gold Chinese designs developed on an ebony background.

There is also shown a small mirror framed in a Chinese yellow, painted with quaint figures.

Many of the mirrors have tried to bring back to memory the models of grandmothers' time, adapted to their twentieth century setting. You may have the wooden painted frame-work, decorated with crude bunches of

flowers and overflowing baskets, with candle sconces attached.

And there is the cameo mirror into whose flowing graceful lines is set an old-time lady on her blue or red background.

Do you remember the mirror which you found in the attic and examined curiously, with a rather scornful air as you thought of the worn-out ideas of your grandmothers? It had a little scene, painted by some ambitious member of the family, set into the upper section of the frame. It has returned, and even the crude effects of the schoolhouse or home-stand set on an impossible hill, has been faithfully copied. Some of these mirrors have weird mother-of-pearl birds used instead and others, less ambitious, content themselves with a simple urn. But they are just the finish to that room you are furnishing anew.

FOR BABY; MODES FOR NEW ARRIVALS.

The young mother loves to have dainty things for baby; in fact, she would almost rather have you see her things for the baby than for herself, when the baby is gone

young and the novelty has not worn off!

To brighten the baby coach there are straps to hold the afghans in place—not ordinary straps, but straps of pink for the little girl baby; of blue for the little boy; or, if there are twins, one of each! These straps are made of satin ribbon, gathered over elastic, so they will hold the afghan firmly, and baby's feet will be kept nice and warm, protected from the cold winds of winter. They are trimmed with large bows and tassels. When baby is dressed up for the afternoon promenade, the coach must be dressed up, too—and how proud mother will be of the pretty picture this addition will make!

There never can be too many afghans to keep baby warm, and especially pretty is one made of warmest of flannel, covered with filet crochet, edged with ribbon, and with a large bow in the center to complete it.

It is a good idea to have a cover for baby's bottle. These may be made of filet crochet, and are washable. They would be especially appreciated by baby, because the bottle is so much easier to hold on to when its slippery surface is covered up. Crochet covers for hot water bottles are useful, too.

For the older baby, whose sleeves are always getting in his way when he wants to play, there are little silken arm bands to hold the troublesome sleeves up out of his way. These are made of elastic, with ribbon gathered over them. Care must be taken lest they be too tight and stop the circulation in the little arm.

For some mothers the hardest part of the day is bath time. Baby does hate it so, and he cries and cries, until the dread process is over with.

But there is a way to make it pleasant for the infant and mother both. In one of the stores there is a little linen bag with "For Baby" embroidered on the outside. Inside there are all sorts of little animals, ducks, swans, geese—all the water birds, and many others; these are made of celluloid, so they will float in the bathtub, if these are kept in the bag and reserved for bath time, so they won't get chewed up or stepped on meanwhile, baby and mother both will be able to get real fun out of the daily performance, and baby's tears will turn to laughter, mother's frowns to smiles.

Metallized Paper Replaces Tin Foil

Metallized paper is being manufactured by a German process as a substitute for tinfoil. Ordinary paper is treated with a mixture of finely powdered metal and resin and then subjected to friction, with the result that it becomes as flexible, brilliant and impermeable as sheets of tinfoil. Wax or an alcohol solution of gum lac may be used instead of the resin.

In making the tinfoil paper, either pure tin in a powdered state may be used, or a mixture of aluminum powder and tin. The final polishing is done by calendering, which, hitherto always done with heated rollers, is accomplished in this process by means of refrigerated rollers.

INK ERASING BLOTTER.

Take an ordinary sheet of blotting paper and steep it several times in a solution of oxalic acid or oxalate potassium and dry. While the ink spot is still moist apply the blotter and the ink will be entirely removed. If the ink is dry, moisten and apply the blotter.

FIVE
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Story
of
Santa
Claus



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IMAGINES HE'S A WAR MESSENGER

